Administrative Report on Railways in India for 1897-98 (Parts I & II).

00134495

BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.
TOWN HALL, BOMBAY.

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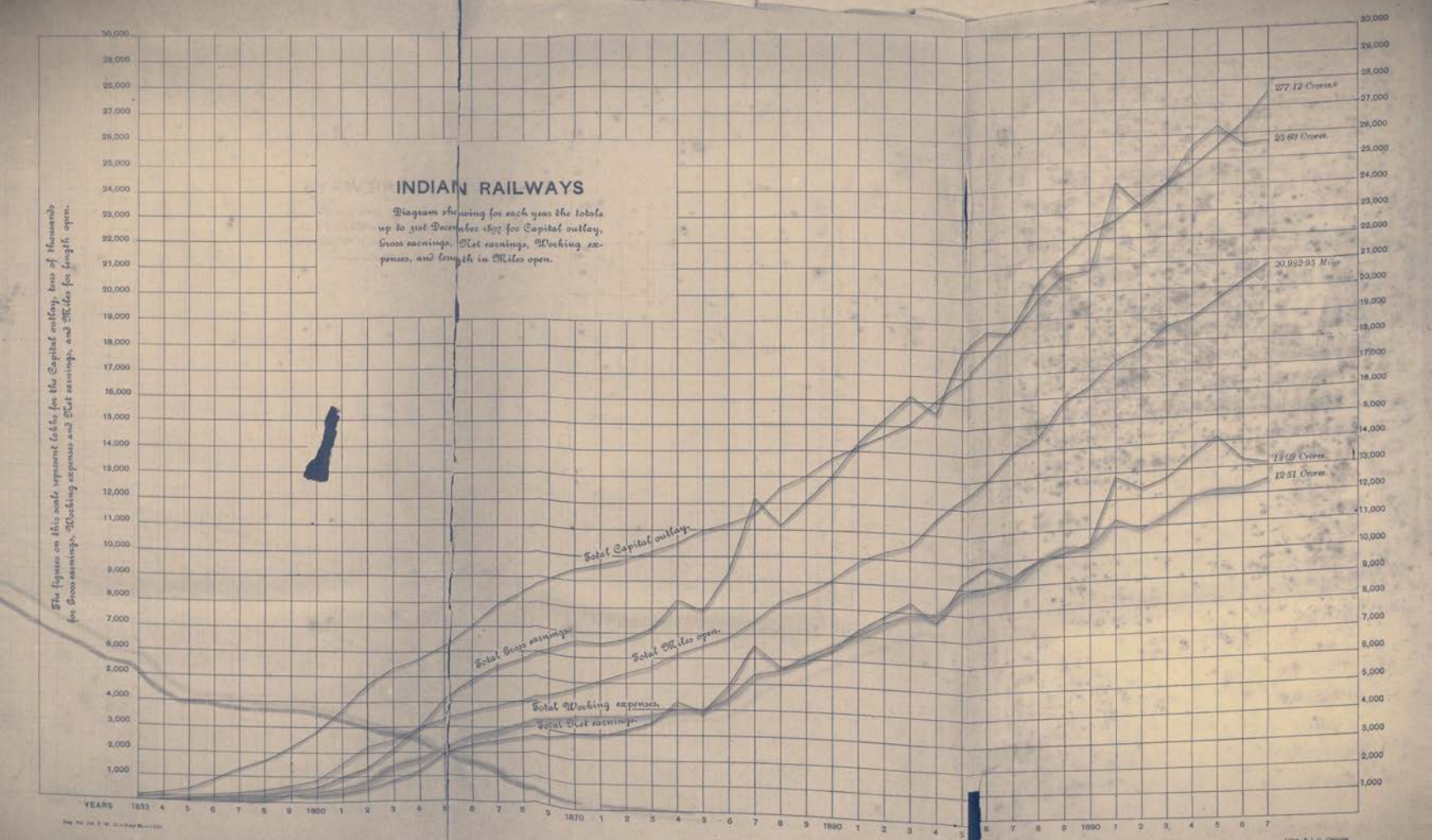
INDIAN RAILWAYS

Diagram showing for each year the totals up to 31st December 1897 for Capital outlay, Gross earnings, Net earnings, Working expenses, and length in Miles open.

The figures on this scale represent lakhs for the Capital outlay, tens of thousands for Gross earnings, Working expenses and Net earnings, and Miles for length open.


Total Capital outlay.
Total Gross earnings.
Total Miles open.
Total Working expenses.
Total Net earnings.
277·12 Crores.
25·63 Crores.
20,952·93 Miles
13·49 Crores.
12·51 Crores.
YEARS 1853 4 5 6 7 8 9 1860 1 2 3 4 5 6 7 8 9 1870 1 2 3 4 5 6 7 8 9 1880 1 2 3 4 5 6 7 8 9 1890 1 2 3 4 5 6 7

* As per details in Chapter VII, paragraph 1, of the Administration report.

Deduct—Total difference due to premia on lines purchased as per foot-note (k) to Statement No. 17, pages 88 and 89 of the report.

	Crores.
	285·21
	8·09
	277·12

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

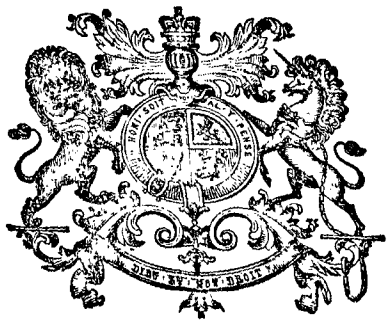
1897-98.

134495

BY

A. BRERETON, Esq.,
DIRECTOR OF RAILWAY TRAFFIC AND STATISTICS.

PART I.



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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1897-98.

PART I.

CHAPTER I.

General.

General summary of results.

The total length of railways open and sanctioned on the 31st March 1898, after allowing for minor corrections of mileage, was 25,454½ miles, being a net increase of 926 miles during the year. The total length of railways open for traffic on the same date was 21,156½ miles, being a net increase of 766 miles, leaving 4,298 miles still under construction or sanctioned.

The mean mileage worked during the calendar year was 20,531 miles, being an increase of 748 miles over the figures of the previous year.

The total capital outlay on railways open to traffic amounted on the 31st December 1897 to Rs. 259·57 crores, being an increase of Rs. 6·41 crores as compared with the expenditure incurred to the end of the previous year.

The gross earnings in 1897 amounted to Rs. 25,59,51,692, or Rs. 22,91,267 more than in the previous year; the working expenses amounted to Rs. 12,51,11,631, and absorbed 48·88 per cent. of the gross earnings against 48·09 per cent. in 1896. The net earnings amounted to Rs. 13,08,40,061, being a decrease of Rs. 8,43,489.

The statistical return on the capital expenditure, as entered in rupees in the books in India, was 5·04 per cent. against 5·20 per cent. in the previous year.

Classification of railways.

2. There has been no alteration in the classification of railways during the past year. A complete list of the lines with particulars of gauge and classification, etc., will be found in Appendix A, pages ii to x.

Sanctioned mileage.

3. The total mileage of railways open and sanctioned at the close of the previous year, *viz.*, on the 31st March 1897, was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	Total.
Miles . .	13,707¼	10,374	447¼	24,528½

The additional mileage sanctioned for construction between the 1st April 1897 and the 31st March 1898 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies .	Miles	154	33	...	187
State lines worked by the State .	„	93½	96¼	...	189¾
Lines worked by guaranteed companies	„	100¾	...	...	100¾
Assisted companies . . .	„	25	131¾	33	189¾
Lines owned by native states and worked by companies . .	„	...	...	48¾	48¾
Lines owned by native states and worked by state railway agency.	„	80¼	...	11½	91¾
Lines owned and worked by native states	„	...	109¼	...	109¼
Total length sanctioned during 1897-98	„	453½	370¼	93¼	917

The sanctions during the year under review were confined to commercial lines as detailed below:

BRITISH INDIA—

Standard gauge—

	Miles.	Miles.
East Indian—		
Háthras Road to Háthras City	5½	
Shikohabad to Farukhabad	66	
Bárán to Daltonganj, including colliery branch . .	82½	
	154	
Oudh and Rohilkhand (Gháziabad to Moradabad) . . .	87	
East Coast—		
Rajahmundry to Kovúr	4½	
Temporary Puri station to New Puri station . .	2	
	6½	
Great Indian Peninsula (Chálisgaon to Dhulia)	37¼	
Madras—		
Calicut to Cannanore	59	
Arcot to Ranipet	4½	
	63½	
Southern Punjab (Narwana to Kaithal)	25	
		373¼
Metre gauge—		
Bengal and North-Western (Company's section) (Azamgarh to Shahganj)	33	
Eastern Bengal—		
Teesta bridge at Kaunia and approaches . . .	5	
Alipur to Jhainti (Cooch Behar-Santrabari extension-British section)	20	
	25	
Shadipalli-Balotra (British section) (Hyderabad (Sind) to Jodhpore Frontier)	71¼	
Bengal Dooars—		
Malbazar to Hantupara	46	
Dam Dim to Bagrakote	6¾	
Deomoni Hát to Lalmonir Hat	69	
	121¾	
Ledo and Tikak-Margherita Colliery (Dehing bridge to Ledo) .	10	
		261
Special gauge—		
Bársi Light (Bársi Road to Pandharpur)		33
Carried over .		667¼

	Miles.	Miles.
Brought forward .		667¼
NATIVE STATES—		
Standard gauge—		
Ludhiána-Dhuri-Jakhal (Ludhiána *viâ* Dhuri to Jakhal) . .		80¼
Metre gauge—		
Jodhpore-Bickaneer (Bickaneer section) (Khari to Lankaransar) .	9	
Oodeypore-Chitor (Debari to Oodeypore)	6½	
Jeypore (Sanganer to Sewai Madhopur)	72¾	
Dhrangadhra (Wadhwán to Dhrangadhra)	21	
		109¼
Special gauge—		
Rajpipla (Raj Pardi to Nandod)	17¾	
Rewah (Rewah to Sutna)	31	
Cooch Behar (Cooch Behar to Alipore—Cooch Behar-Santrabari extension—Native state section)	11½	
		60¼
TOTAL .		917

Further details of the mileage sanctioned during 1897-98 will be found in the table given in Appendix B, pages xii and xi.

After allowing for minor corrections of mileage, etc., the total mileage open and sanctioned on the 31st March 1898 was:

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies .	Miles	4,500¼	7,654	56¾	12,211
State lines worked by the State .	„	5,163¾	740¼	28¼	5,932¼
Lines worked by guaranteed companies	„	2,722¾	...	...	2,722¾
Assisted companies . . .	„	877½	507¼	105¾	1,490½
Lines owned by native states and worked by companies . . .	„	709	616½	146¾	1,472¼
Lines owned by native states and worked by state railway agency	„	204	...	37¼	241¼
Lines owned and worked by native states	„	...	1,144	167¼	1,311¼
Foreign lines	„	...	73¼	...	73¼
Total to the end of March 1898 .	„	14,177¼	10,735¼	542	25,454½

Details of the total sanctioned mileage on the 31st March 1898 will be found in Appendix A, pages ii to x.

Open mileage.

4. The total length of railways open for traffic at the close of the previous year, *viz.*, on the 31st March 1897, was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles . .	11,736¼	8,365¾	288½	20,390½

The additional length opened for traffic between the 1st April 1897 and the 31st March 1898 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies .	Miles	49	89¾	...	138¾
State lines worked by the State .	„	...	45	...	45
Lines worked by guaranteed companies	„	...	...	...	...
Assisted companies . . .	„	400	64½	...	464½
Lines owned by native states and worked by companies . . .	„	...	...	26¼	26¼
Lines owned and worked by native states	„	...	54¼	...	54¼
Foreign lines	„	...	14½	...	14½
Total length opened during 1897-98	„	449	268	26¼	743¼

Details of the mileage opened during 1897-98 will be found in the table given in Appendix C, pages xiii and xiv, and the principal railways opened during the year are referred to in paragraph 7.

After allowing for minor corrections of mileage, the total length of railways open for traffic on the 31st March 1898 was:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies .	Miles	3,791¾	6,630¼	...	10,422
State lines worked by the State .	„	4,489	644	28¼	5,161¼
Lines worked by guaranteed companies	„	2,588	...	...	2,538
Assisted companies	„	584¼	237¼	72¾	894¼
Lines owned by native states and worked by companies . .	„	633	188¼	98	919¼
Lines owned by native states and worked by state railway agency .	„	124	...	22	146
Lines owned and worked by native states	„	...	858½	94¼	952¾
Foreign lines	„	...	73¼	...	73¼
Total to the end of March 1898 .	„	12,210	8,631½	315¼	21,156¾

Details of the open mileage on the 31st March 1898 will be found in Appendix A, pages ii to x.

In addition to the above, there were 153¼ miles of steam tramways working outside municipal limits.

Appendix D on pages xv to xix shows the length of railways open at the end of the official years 1892-93 and 1897-98, also the progress made in opening railways during the years 1893-94 to 1897-98. Similar information for the calendar years will be found in Appendix E, pages xx to xxiv.

Total mileage under construction or sanctioned at the end of the year.

5. The mileage remaining under construction or sanctioned on the 31st March 1898 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies .	Miles	708½	1,023¾	56¾	1,789
State lines worked by the State .	„	674½	96¼	...	770¾
Lines worked by guaranteed companies	„	134¾	...	...	134¾
Assisted companies . . .	„	293¼	270	33	596¼
Lines owned by native states and worked by companies . .	„	76	428¼	48¾	553
Lines owned by native states and worked by state railway agency .	„	80¼	...	15¼	95½
Lines owned and worked by native states	„	...	285¾	73	358¾
Total mileage under construction on the 31st March 1898 . . .	„	1,967¼	2,104	226¾	4,298

Details of the mileage under construction or sanctioned on the 31st March 1898 will be found in the table given in Appendix F, pages xxv to xxix, and the progress of work on the principal railways under construction is briefly noticed in paragraph 7.

Additions to open mileage subsequent to the close of the year 1897-98.

6. Subsequent to the close of the 1897-98, *viz.*, from the 1st April 1898 up to date (16th May), the following railway has been reported to have been opened for public traffic, *viz.*, the Rae Bareli-Benares branch of the Oudh and Rohilkhand State railway (138·69 miles) on the 4th April 1898.

Important works completed and in progress.

7. The following gives a brief abstract of the important works completed by the 31st March 1898, and the progress made according to the latest reports received:

East Indian railway.—Work on the extension from Moghal Sarai to Gya is well advanced, and with the exception of the bridge over the Soane river, it is expected that the extension will be opened for traffic early in 1899, the Soane river being crossed by a diversion. The construction of the Háthras City branch has been commenced, and is expected to be completed by December 1898.

Bengal-Nágpur railway.—With the exception of the Bowreah-Howrah section, work has been continued on all the districts on the extensions from Sini *viá* Midnapore to Howrah and from Midnapore to Barang (Cuttack Road). Rails have been laid from Sini *viá* Khargpur to Kola, from Khargpur to Balasore and from Cuttack to Dhanmandle.

Indian Midland railway.—The first section of the Saugor-Katni extension, from Saugor to Damoh, was opened for traffic on the 26th March 1898, and the remaining length to Katni is expected to be opened in December 1898.

North Western State railway.—Work has been in progress on the Indus bridge section. The abutments and four piers have been completed, and the remaining two piers in deep water, which will be founded on caissons sunk by the pneumatic process, nearly completed.

The down line from Áb-i-Gum to Kolpur was opened for traffic on the 15th April 1897; from Kiámári to Piprí, on the 20th June 1897; and from Piprí to Kotri, on the 3rd May 1898.

Certain works necessary to effect a junction with the Southern Punjab railway have been carried out at Samásata and Bhátinda stations.

Work has been in progress on the Lyallpur-Toba Tek Singh extension of the Wazirabad-Lyallpur branch, and that on the Khánewal extension commenced.

Work on the Mári-Attock railway has been vigorously pushed forward, and it is expected that the line will be opened for traffic about December 1898.

Oudh and Rohilkhand State railway.—The Rae Bareli-Benares section was opened for traffic on the 4th April 1898, as stated in the preceding paragraph 6.

Eastern Bengal State railway.—The down line between Ránaghat and Porádaha was opened for traffic in sections between August and November 1897.

Sanction has been accorded to the construction of a bridge over the Teesta river at Kaunia, 13 spans of 150-foot girders; this bridge will extend the metre gauge, on the Rungpore branch eastward, across the first of the large rivers approaching Assam.

Work on the branch from Rajbári to Faridpur is well advanced, and it will probably be opened for traffic in July 1898.

East Coast State railway.—The standard gauge line from Bezwada to Kistna Canal Junction was completed and opened for goods traffic on the 15th July 1897. Work on 25 wells and both the abutments of the Gódávari bridge at Rajahmundry has been in progress, and the approaches are well in hand.

Bezwada-Madras railway (*Ennúr-Bezwada section*).—Work is well in hand, and the railway is expected to be completed during 1898-99.

Great Indian Peninsula railway.—The construction of the Amalner-Jalgaon branch has been commenced.

Bombay, Baroda and Central India railway.—The new administrative offices opposite Church Gate Street station have been nearly completed.

The down line between Miyágám and Itola was opened on the 15th September 1897; between Virár and Pálghar, on the 1st December 1897; and between Pálghar to Dáhanu Road, on the 17th January 1898; and it is expected that the length between Miyágám and Amráoli will be shortly completed. The doubling of the line between Dáhanu Road and Sachin has been taken in hand, and the earth work is expected to be completed by June 1898.

About 71 per cent. of the work of renewing the 60-foot Warren girders with steel-plate girders has been carried out.

Madras railway.—The junction arrangements at Méttupálaiyam in connection with the Nílgiri railway have been completed.

Southern Punjab (*Delhi-Samásata*) *railway.*—This line was opened for traffic on the 10th November 1897.

South Behar (*Luckeeserai-Gya*) *railway.*—Earthwork has been practically completed, three-quarters of the bridges finished and platelaying commenced. With the exception of the bridge over the Phalgu river, 18 spans of 100 feet, which will be crossed by a diversion, the line is expected to be opened for traffic early in 1899.

Hardwar-Dehra railway.—Work on the first 2 miles is well in hand, and that on the next 14 miles in progress. The line will probably be completed by December 1899.

Tapti Valley railway.—Work has been in progress throughout the year, and it is expected that the first section from Kankra Khari to Vyára will be opened for traffic in October 1898.

Bína-Goona railway.—The work on the extension of this railway from Goona to Bara is well advanced, and it is expected that the line will be opened for traffic before the end of 1898.

Bengal and North-Western railway.—The Bhatni-Turtipur branch, which was closed during the rains, was re-opened on the 1st December 1897; the Salimpur-Barhaj branch was opened on the same date; and the portion of the Nánpára-Katarnian Ghât extension from Mohinpurwa to Katarnian Ghât, on the 25th March 1898. The work between Bulrampur and Tulsipur is well advanced.

The Ganges-Gogra Doab lines of the Company's section are well advanced, and it is proposed to shortly open from Turtipur to Azimgarh; and early in 1899 from Mau to Benares, Ghazipur and Revelganj.

The works on the permanent bridge over the Gogra river at Bahramghat are well advanced, and it is expected to open the bridge for traffic early in 1899.

The work on the Hajeepore-Katihár extension of the Tirhoot section has been in progress.

Rajputana-Malwa railway.—Almost all the works at Ujjain station for the joint use of the Rajputana-Malwa, Nágdá-Ujjain and the Bhopal-Ujjain railways have been practically completed.

Assam-Bengal railway.—The portion of the main line from Akhaura to Badarpur, which was damaged by an earthquake in June 1897, was re-opened in sections between the 20th July and 18th October 1897. The section from Gauháti to Jamuna Mukh will probably be re-opened, with the Jamuna Mukh-Lanka and Badarpur-Silchar sections, by the beginning of 1899.

Burma railways.—The length from Moyoung to Myikyina was opened for goods traffic on the 1st January 1898.

On the Mandalay-Kunlon railway, work has been in progress since April 1897 on the first four divisions of the railway (up to mile 200), but in August, it was decided, owing to the stoppage of work at the Gokteik gorge, not to carry on works too far ahead, and the fourth division has been abolished, construction being restricted to the length between Myohaung and Lashio (180 miles). Fair progress has been made throughout, and the first section from Myohaung to Sedaw was opened for goods traffic from the 1st January 1898.

Shadipalli-Balotra railway (British section).—This railway, which extends from Hyderabad (Sind) to the Jodhpore frontier, has been sanctioned and work has been started.

Ahmedabad-Parántíj railway.—The section from Ahmedabad to Talod was opened for traffic on the 1st May 1897; from Talod to Parántíj, on the 2nd July 1897; and from Parántíj to Idar-Ahmednagar, on the 23rd October 1897.

Brahmaputra-Sultanpur railway.—Work on this railway has been in progress, and the section from Sultanpur to Bogra will probably be ready by October 1898; from Bogra to Gar Fatehpur, by the end of February 1899; and from Gar Fatehpur to Kamarjani near Kaliganj, by the end of June 1899.

Mymensingh-Jamálpur-Jagannathganj railway.—The section from Mymensingh to Jamálpur is well in hand, and will probably be ready by June 1898; the section from Jamálpur to Bausi is expected to be ready by January 1899; and from Bausi to Jagannathganj, by July 1899.

Segowlie-Raksaul railway.—The earthwork, bridgework and platelaying are approaching completion.

Nílgiri railway.—All work on this railway, except rack platelaying and girder erection, has been practically completed.

Birur-Shimoga railway.—This line is expected to be opened for traffic by the end of December 1898.

Hyderabad-Góddvari Valley railway.—Work has been put in hand from Manmád to Jalna (Northern section) and from Secunderabad to Nander (Southern section). The earthwork on the Northern section has been practically completed, and the earthwork and bridging on the Southern section is well advanced.

Jodhpore-Bickaneer railway.—Work has been in progress on the Native state section of the Shadipalli-Balotra railway, and the section is expected to be opened for traffic early in 1899.

The portion of the Bickaneer-Lankaransar section of the Bickaneer-Bhátinda extension, from Bickaneer to Khári, has been practically completed, and is expected to be opened for traffic shortly, and the extension from Khári to Lankaransar, by the end of 1899.

Oodeypore-Chitor railway.—The construction of an extension of this railway from Debari to the Ahr bridge, near the capital of Oodeypore, has been sanctioned, and it is expected to be completed by the end of 1898.

Dhrangadhra railway.—This railway, connecting Dhrangadhra with Wadhwán Junction, has been sanctioned; half the earthwork has been completed, the bridges are well in hand and stations and buildings in progress. It is expected that the line will shortly be opened for traffic.

Káraikkal-Peralam railway.—This railway was opened for passenger traffic on the 14th March 1898.

Gaekwar's Dabhoi.—The Vishvámitri-Pádra section was opened for traffic on the 1st July 1897.

Rajpipla railway.—The section from Anklesvar to Raj Pardi was opened for traffic on the 1st July 1897; and work on the remaining section from Raj Pardi to Nándod has been in progress.

Cooch Behar railway.—The extension from the right bank of the Torsa river to the town of Cooch Behar will probably be opened before the ensuing rains, with a ferry across the river; and a further extension towards Santrabari has been sanctioned, and is expected to be opened for traffic by the end of May 1899.

Gwalior-Sipri railway.—This line is expected to be opened for traffic by March 1899.

8. The following were the principal events during the official year 1897-98:

Principal events.

The Conference of 1897 referred to in the last report also discussed the general question of the merits of light commercial feeder railways and the gauge which should be adopted for them, and also for Military light lines. The conclusions of the Conference and their recommendations have been forwarded for the consideration of Her Majesty's Secretary of State for India.

No new railways were sanctioned during the year under the "Branch line terms" resolution of 1896, but negotiations in regard to the following branches have been in progress:

	Miles.
Gogri (Mansi) Bháptiáhi	80
Bhágálpur-Bausi-Baidyanáth	69
Ahmadpur-Baidyanáth	63
Láksám-Noakhali-Ichakhali	38
Amritsar-Tarn Táran-Sarháli	30
Jullundur-Hoshiárpur	24
Mutupet-Avadayárkóvil	45
Kalka-Simla	68
Coonoor-Ootacamund extension, Nílgiri railway	12
Madura-Pamban	100
Kurnool Road branch	36
Bezwada-Mosulipatam	44
Sábarmati Dholka	33
Nariad-Kapadvanj	28
Chandipur Taki	39

A severe earthquake occurred on the 12th June, and resulted in considerable damage to the Eastern Bengal, Assam-Bengal, Bengal Dooars, Cooch Behar and Cherra-Companyganj railways.

During June to November, the North Western State railway was fully occupied in the movement and concentration of troops, animals and stores in connection with the military operations on the North Western Frontier.

The maintenance of the Bezwada extension railway was taken over by the East Coast State railway from the Nizam's Guaranteed State railway, from the 1st January 1898.

On the 1st January 1897, the working of the colliery line to the Makum coal fields of the Assam Railway and Trading Company Limited (Ledo and Tikak-Margherita colliery) was taken over by the Dibru-Sadiya railway and opened for goods traffic.

Capital outlay and cost per mile.

9. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1897 amounted to Rs. 276·32* crores, thus:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	Unclassified expenditure. Rs.	TOTAL. Rs.
Crores	205·40	69·13	1·06	0·73	276·32

In addition to this, Rs. 0·80 crores were expended on collieries and on surveys completed and in progress, making up the total expenditure on railways under all heads to Rs. 277·12 crores.† Of this, the capital outlay on open lines, including steam-boat service and suspense accounts, amounted to:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Crores	195·48	63·06	1·03	259·57

The average cost‡ per mile of railway open was as follows:

Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.
1,56,625§	71,529§	33,984

The cost per mile of single track, including sidings, was:

Rs.	Rs.	Rs.
1,20,657	63,346	32,019

Graphic diagram.

10. The graphic diagram published with this report shows the open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1897.

Map showing railways constructed or sanctioned.

11. The map published with this report shows the railways constructed or sanctioned for commencement up to the 31st March 1898 and the gauge of each line.

Gross earnings.

12. The gross earnings during the calendar year were Rs. 25,59,51,692, against Rs. 25,36,60,425 during 1896 as follows:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1896 . . .	18,70,75,292	6,49,97,745	15,87,388	25,36,60,425
1897 . . .	18,90,77,909	6,53,14,984	15,58,799	25,59,51,692
Difference .	+20,02,617	+3,17,239	—28,589	+22,91,267

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* Including interest on capital during construction, which in the case of the Bengal and North-Western (company's section), the Dehli-Umballa-Kalka, the Lucknow-Bareilly section (Rohilkund and Kumaon) and the Bengal Dooars railways, was charged to the capital account of those lines.

	Rs.
† As per details in Chapter VII, paragraph 1	285·21 crores.
Deduct—	
Total difference as per foot-note § on the first and second pages of statement No. 17, due to premia on lines purchased	8·09 „
Total . .	277·12 „

‡ On outlay charged to final heads of account, excluding steam-boat.

§ The mileages on which these are calculated include 1,273¾ miles of standard, and 10¾ miles of metre gauge line laid with two or more tracks. For details see statement No. 32.

Of the total gross earnings during 1897, 73·87 per cent. was earned by the standard gauge lines, 25·52 per cent. by the metre gauge, and the balance, 0·61 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching . .	6,14,73,526	2,64,25,836	6,89,386	8,85,88,748
Goods . .	12,18,99,478	3,60,58,010	8,01,338	15,87,58,826
Miscellaneous, including steam-boat	57,04,905	28,31,138	68,075	86,04,118
TOTAL .	18,90,77,909	6,53,14,984	15,58,799	25,59,51,692

Passenger traffic.

13. The number of passengers carried as compared with the previous year was as follows:

	Standard gauge. No.	Metre gauge. No.	Special gauges. No.	TOTAL. No.
1896 . . .	103,326,920	56,482,215	1,008,132	160,817,267
1897 . . .	94,897,070	55,478,448	888,298	151,263,816
Decrease . .	*8,429,850*	*1,003,767*	*119,834*	*9,553,451*

And the passenger-miles:

1896 .	Miles	4,301,967,166	2,099,289,764	26,351,210	6,427,608,140
1897 .	„	3,921,890,554	1,985,118,059	23,938,363	5,930,946,976
Decrease	„	*380,076,612*	*114,171,705*	*2,412,847*	*496,661,164*

The passenger earnings were:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1896 . . .	5,63,60,080	2,52,03,717	*6,40,930	*8,22,04,727
1897 . . .	5,15,53,302	†2,40,71,696	*5,91,742	*†7,61,94,584
Decrease . .	*48,06,778*	*11,32,021*	*49,188*	*59,87,987*

The earnings from other coaching traffic were as follows:

1896 . . .	75,74,610	21,46,987*	96,568	98,18,165
1897 . . .	99,20,224	23,54,140	97,644	1,23,72,008
Increase . .	23,45,614	2,07,153	1,076	25,53,843

Goods traffic.

14. The aggregate tonnage of goods, material and live-stock carried was 33,698,617 tons against 32,471,335 tons in 1896 as follows:

	Standard gauge.	Metre gauge.	Specil gaugeas.	TOTAL.
1896 . . Tons	24,316,903	7,999,668	154,764	32,471,335
1897 . . „	25,323,367	8,207,721	167,529	33,698,617
Increase . „	1,006,464	208,053	12,765	1,227,282

The goods ton-mileage being:

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1896 . .	Miles	3,661,861,796	921,844,138	5,010,090	4,588,716,024
1897 . .	„	3,842,273,077	966,119,061	5,444,529	4,813,836,667
Increase .	„	180,411,281	44,274,923	434,439	225,120,643

* Including the earnings from other coaching traffic on the Jorhát State railway.

† Including the total coaching earnings of the Jámnagar railway for the 1st-half of 1897, Rs. 22,156, as details are not furnished.

The goods earnings were :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1896 . . .	11,82,08,245	3,51,23,521	8,19,739	15,41,51,505
1897 . . .	12,18,99,478	3,60,58,010	8,01,338	15,87,58,826
Difference . .	+36,91,233	+9,34,489	—*18,401*	+46,07,321

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 20,029,281 tons, or 1·83 per cent. more than in 1896, and the freight received aggregated Rs. 13,07,94,408, being 1·42 per cent. more.

Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 1,214,517 tons, or 3·76 per cent., and the earnings of Rs. 46,25,722, or 3·02 per cent.

Approximate earnings, first quarter, 1898.

15. The total earnings for the first quarter of 1898 were higher than in the first quarter of 1897, but lower than in the first quarter of 1896 :

	Standard gauge Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1st quarter of 1896	5,38,59,865	1,64,83,475	3,79,650	7,07,22,990
„ „ „ 1897	*4,93,45,894	*1,55,05,669	*3,55,109	*6,52,06,672
„ „ „ 1898	5,44,90,000	1,54,02,900	3,03,200	7,01,96,100

The figures relating to each railway separately will be found in Appendix G, pages xxx and xxxii.

Working expenses.

16. The total working expenses amounted in 1897 to Rs. 12,51,11,631 against Rs. 12,19,76,875 in the previous year as follows :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1896 . . .	8,82,45,511	3,28,61,493	8,69,871	12,19,76,875
1897 . . .	9,06,13,396	3,35,77,753	9,20,482	12,51,11,631
Increase .	23,67,885	7,16,260	50,611	31,34,756

The percentage of expenses on gross earnings under the several departmental heads was as follows :

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
Maintenance	12·73	12·40	13·35	12·65
Locomotive	15·67	16·21	18·50	15·83
Carriage and wagon . .	4·59	4·16	6·05	4·49
Traffic	7·95	9·00	10·30	8·23
General	4·43	7·29	8·93	5·19
Steam-boat, special and miscellaneous, and rent of leased lines	2·09	1·94	1·46	2·05
Contribution to Provident Fund	0·46	0·41	0·46	0·44
TOTAL .	47·92	51·41	59·05	48·88

Net earnings.

17. The net earnings realised were Rs. 13,08,40,061 against Rs. 13,16,83,550 in 1896 as under :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1896 . . .	9,88,29,781	3,21,36,252	7,17,517	13,16,83,550
1897 . . .	9,84,64,513	3,17,37,231	6,38,317	13,08,40,061
Decrease .	*3,65,268*	*3,99,021*	*79,200*	*8,43,489*

* Revised figures.

Return on capital.

18. The statistical return on the capital expenditure * on open lines, including steam-boat service and suspense accounts, compares as follows:

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
1896	5·17	5·27	7·76	5·20
1897	5·03	5·05	6·21	5·04

Financial results.

19. The financial results to the State of working the Indian railways for the financial year 1897-98 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1897-98 as compared with the actual figures for the preceding year. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter:

Losses—

	1896-97. Rs.	1897-98. Rs.
Guaranteed railways	1,41,03,700	1,32,75,000
State railways, military, open . . .	58,38,030	52,26,000
State railways, military, unopen . . .	5,67,030	6,96,300
State railways, commercial, open . . .	63,07,900	13,45,000
State railways, commercial, unopen . .	7,98,890	15,26,700
TOTAL LOSSES .	2,76,15,550	2,20,69,000
Gain—		
State lines leased to companies . . .	*—89,83,320*	*—89,29,000*
State lines worked by companies . .	1,17,69,100	1,62,88,000
GAIN .	27,85,780	73,59,000
APPARENT NET LOSS .	2,48,29,770	1,47,10,000
Add—Charges debited to—		
39—Guaranteed companies—Land and supervision	2,80,830	2,86,000
40—Subsidised companies—Land, interest and subsidies	8,50,200	11,08,000
41—Miscellaneous railway expenditure . .	6,39,010	2,36,000
TOTAL APPARENT CHARGE .	2,65,99,810	1,63,40,000

The interest charges for the East Indian, Eastern Bengal, and North Western railways for 1896-97 include annuities paid in England, which comprise a contribution of about 38⅔* lakhs of rupees for sinking funds, which will redeem the capital at the expiry of the periods during which the annuities are to run. Deducting this sum from the charges incurred during the year on the railway account, the charge to the State during 1896-97 in connection with the entire Indian railway system will stand at about 227⅓ lakhs of rupees. The contribution on account of sinking funds in 1897-98 amounted to about † 37⅔ lakhs, and deducting this amount in the same way, the net charge to the State will amount to about 125¾ lakhs of rupees.

	Lakhs.
* East Indian railway	23·59
Eastern Bengal railway	2·68
North Western railway	12·42
	38·69
† East Indian railway	22·98
Eastern Bengal railway	2·61
North Western railway	12·06
	37·65

If interest on lines under construction were also excluded from the above figures, the charges to the State on account of the whole of the railways in India open to traffic in 1896-97 would be about 209½ lakhs, and in 1897-98, about 93 lakhs of rupees.

* The capital expenditure here referred to is that shown in Chapter VII, statement No. 22, which is that expended on lines open for traffic.

The charges on account of guaranteed railways are attributable to the high rate of the interest guaranteed; to loss by exchange in paying in sterling in England the interest on the capital cost of the lines; and to the fact that the Companies' share of surplus profits is, under the contracts, calculated on the supposition that earnings could be remitted in payment of interest at a rate of 1*s*.10*d*. the rupee.

The State has to continue to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from cheaper money and the improved credit of the country: that is to say, where the State could now raise money at a little over $2\frac{1}{2}$ per cent. to pay off loans raised at higher rates of interest, it has to continue paying interest at a high average rate of about $4\frac{3}{4}$ per cent. on the capital raised by the guaranteed companies; and, owing to the fall in exchange, the sterling interest charges if converted into rupees at the average rate for 1896-97 gives a percentage of about 7 on the total capital raised converted at the contract rate of exchange.

Had it been possible to remit the earnings at the contract rate of exchange, the result to the State of the working of the guaranteed railways would have been a charge of Rs. 17,87,810 in the year 1896-97 instead of a charge of Rs. 1,41,03,700 as shown above.

The direct annual loss or gain to the State from railway outlay from 1858-59 up to 1876-77, and during each financial year from 1877-78 to 1897-98 will be found in statement No. 5 on pages 16 and 17.

STATEMENT No. 1.

Guaranteed railways.

Results to the State of working for the official year 1896-97.

Classification No.	RAILWAY.	Capital raised to the end of 1896-97.	Capital withdrawn to the end of 1896-97.	INTEREST CHARGES FOR 1896-97.				Net receipts for 1896-97, less share of surplus profits paid to companies.	Gain or loss (+ or —).
				STERLING (PAID IN ENGLAND).		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XVIII	GREAT INDIAN PENINSULA .	25,737,525	25,523,883	1,197,890	1,98,94,960	18,370	1,99,13,330	1,05,35,760	—*93,77,570*
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	9,517,768	9,523,901	430,340	71,47,230	56,170	72,03,400	58,43,650	—*13,59,750*
XX	MADRAS	11,067,181	11,126,294	532,737	88,47,880	7,710	88,55,590	54,89,210	—*33,66,380*
	TOTAL .	46,322,474	46,174,078	2,160,967	3,58,90,070	82,250	3,59,72,320	2,18,68,620	(*a*) —*1,41,03,700*

(*a*) This loss does not include charges for land and controlling establishment in connection with guaranteed enterprise (amounting to Rs. 2,80,830) met by Government in 1896-97.

STATEMENT No. 2.

State lines leased to companies.

(*Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of State.*)

Results to the State of working for the official year 1896-97.

Classification No.	RAILWAY.	Subscribed capital, including advances by the Secretary of State under Act 51 Vic., cap. 5, to the end of 1896-97.	Capital outlay to the 31st March 1897.	INTEREST CHARGES FOR 1896-97.				Net receipts for 1896-97, less share paid to companies.	Gain or loss (+ or —).
				STERLING (PAID IN ENGLAND).		Charged in India.	Total		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
II	BENGAL CENTRAL . . .	1,000,000	1,11,78,200	33,750	5,60,530	...	5,60,530	2,42,870	*—3,17,660*
III	BENGAL-NÁGPUR . . .	7,777,628	11,61,96,970	260,950	43,33,950	3,68,690	47,02,640	26,03,780	*—20,98,860*
IV	INDIAN MIDLAND . . .	7,354,775	9,53,38,720	253,149	42,04,380	43,090	42,47,470	19,57,760	*—22,89,710*
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) .	160,837	(a) 39,20,700	...	...	1,51,480	1,51,480	2,68,760	*—87,570*
	OUTLAY BY THE STATE ON THE BAREILLY-PILIBHIT AND LUCKNOW-SITAPUR-SERAMAU RAILWAYS PRIOR TO TRANSFER .	...	51,21,140	...	...	2,04,850	2,04,850		
XLIII	SOUTHERN MAHRATTA . .	(b)6,603,957	(b) 8,04,80,660	221,735	36,82,650	...	36,82,650	21,09,870	(c) *—22,35,920*
	OUTLAY BY THE STATE ON THE BELLARY-KISTNA SECTION .	...	1,65,78,410	...	...	6,63,140	(c)6,63,140		
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	1,224,000	1,47,16,050	48,000	7,97,200	...	7,97,200	4,92,200	*—64,480*
	REFUND BY THE MYSORE DARBAR OF NET CHARGE FOR INTEREST ON CAPITAL EXPENDED ON THE MYSORE RAILWAY .	...	...	...	...	*—2,40,520*	*—2,40,520*		
XLVIII	ASSAM-BENGAL—PART I . .	...	31,00,670	...	...	1,15,820	1,15,820	*—10,780*	*—18,83,600*
	ASSAM-BENGAL—PART II . .	2,015,385	3,15,78,310	67,242	11,16,780	...	11,16,780		
	ASSAM-BENGAL—PART II—OUTLAY AGAINST ADVANCES MADE IN INDIA BY THE STATE UNDER THE HEAD "48"	...	2,15,08,480	...	...	6,40,220	6,40,220		
XLIX	BURMA—COMPANY'S ACCOUNT .	1,836,462	48,19,730	19,085	3,16,970	...	3,16,970	34,24,420	*—5,520*
	BURMA—GOVERNMENT ACCOUNT	...	7,87,25,520	...	...	31,12,970	31,12,970		
	TOTAL .	27,973,044	48,32,63,560	903,911	1,50,12,460	50,59,740	2,00,72,200	1,10,88,880	*—89,83,320*

(*a*) Including outlay from advances made in India.
(*b*) Including the Bellary-Kistna section since the date of transfer from the State, *viz.*, the 1st January 1888.
(*c*) The outlay on the Bellary-Kistna section by the State, representing the amount expended up to the 31st December 1887 and liabilities incurred up to that date and subsequent law charges, was not taken over by the Company, so that the interest on this capital must be taken into account in stating the loss to the State on the Southern Mahratta railway.

STATEMENT No. 3.

State railways (Commercial).

Results to the State of working for the official year 1896-97.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1897.	INTEREST CHARGES FOR 1896-97.				Net receipts for 1896-97.	Gain or loss (+ or −).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	Commercial lines and collieries.							
	(1) Open for traffic or working.							
XI	NORTH WESTERN—							
	COMMERCIAL SECTION . .	(a) 33,92,05,450	570,498	94,75,020	82,02,770	1,76,77,790	1,22,79,370	*−53,98,420*
XII	HYDERABAD-SHADIPALLI . . .	18,29,860	...	...	72,180	72,180	58,250	*— 13,930*
XIII & LI	OUDH AND ROHILKHAND . .	11,82,93,790	327,062	54,31,960	5,84,540	60,16,500	36,85,370	*−23,31,130*
XIV & L	EASTERN BENGAL	(a) 12,11,08,100	155,594	25,84,160	33,19,430	59,03,590	89,65,190	+30,61,600
IX & XVI	EAST COAST (*b*)	5,77,36,120	...	...	22,51,750	22,51,750	6,27,500	*−16,24,250*
LXXX	JORHÁT	8,95,630	...	...	34,500	34,500	19,170	*— 15,330*
	CHERRA COMPANYGANJ . . .	7,73,770	...	...	31,110	31,110	1,070	*— 30,040*
	UMARIA COLLIERY	11,65,930	...	...	45,220	45,220	*— 5,590*	*— 50,810*
	WARORA COLLIERY . . .	19,32,660	...	...	78,520	78,520	1,72,930	+ 94,410
	TOTAL OPEN STATE RAILWAYS (COMMERCIAL) . .	64,29,41,310	1,053,154	1,74,91,140	1,46,20,020	3,21,11,160	2,58,03,260	*−63,07,900*
	(2) Unopen lines and miscellaneous charges.							
XVII	BEZWADA-MADRAS (ENNÚR-BEZWADA SECTION)	94,98,950	...	...	2,20,460	2,20,460	...	*— 2,20,460*
	RAJBÁRI-FARÍDPUR (EASTERN BENGAL).	23,130	...	...	460	460	...	*— 460*
	RAE BARELI-BENARES . . .	31,87,710	...	...	76,660	76,660	...	*— 76,660*
	GÓDÁVARI BRIDGE (EAST COAST) .	1,72,860	...	...	3,460	3,460	...	*— 3,460*
	LYALLPUR-KHÁNEWAL . . .	60,390	...	...	1,210	1,210	...	*— 1,210*
	JULLUNDER-HOSHIÁRPUR . .	16,890	...	...	340	340	...	*— 340*
	LUDHIÁNA-FEROZEPUR . . .	22,540	...	...	450	450	...	*— 450*
	KOTRI-ROHRI CHORD LINE . .	1,20,04,190	...	...	3,92,130	3,92,130	...	*— 3,92,130*
	STORES SUSPENSE BALANCES . .	12,55,980	...	...	26,700	26,700	...	*— 26,700*
	PETROLEUM OPERATIONS, BALUCHISTAN	1,19,190	...	..	4,770	4,770	...	*— 4,770*
	NÁGPUR-CHHATISGARH DEPRECIATION ACCOUNT	6,57,030	...	...	26,280	26,280	...	*— 26,280*
	VIZAGAPATAM-RAIPUR* . . .	2,45,040	...	...	9,800	9,800	...	*— 9,800*
	BILASPUR-ETÁWAH SURVEY* . .	75,140	...	...	3,000	3,000	...	*— 3,000*
	RÁNAGHAT-BHAGWANGOLA* . .	3,02,440	...	...	12,090	12,090	...	*— 12,090*
	SOUTHERN MAHRATTA (DEPRECIATION ON WORKS, ETC.)	5,27,070	...	...	21,080	21,080	...	*— 21,080*
	TOTAL UNOPEN STATE RAILWAYS(COMMERCIAL), ETC. .	2,81,68,550	...	...	7,98,890	7,98,890	...	*−7,98,890*
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL) .	67,11,09,860	1,053,154	1,74,91,140	1,54,18,910	3,29,10,050	2,58,03,260	*−71,06,790*

	Rs.	North Western railway. Rs.	Eastern Bengal railway. Rs.
(a) Capital outlay—			
Commercial section as above	33,92,05,450	48,20,96,100	12,11,08,100
Military section as in statement No. 3-A.	14,28,90,650		
Deduct premium		2,93,38,040	1,13,64,370
Amount shown as capital in the published finance accounts of the Government of India		45,27,58,060	10,97,43,730

(*b*) Includes the Bezwada extension of the East Coast State railway, which is worked by His Highness the Nizam's Guaranteed State Railway Company.
* Abandoned or in abeyance.

STATEMENT No. 3-A.

State railways (Military).

Classification No.	RAILWAY.	Capital outlay to the 31st March 1897.	INTEREST CHARGES FOR 1896-97.				Net receipts for 1896-97.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	Military lines.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	(1) Open for traffic.							
XI	NORTH WESTERN—MILITARY SECTION*	14,28,90,650	...	...	53,31,850	53,31,850	—5,06,180	—58,38,030
	TOTAL OPEN STATE RAILWAYS (MILITARY)	14,28,90,650	...	...	53,31,850	53,31,850	—5,06,180	—58,38,030
	(2) Unopen lines, etc.							
	MARI-ATTOCK	1,13,19,420	...	...	3,76,930	3,76,930	...	—3,76,930
	FRONTIER RAILWAY RESERVE MATERIAL	43,90,340	...	...	1,75,390	1,75,390	...	—1,75,390
	PESHAWAR RAILWAY RESERVE MATERIAL	3,67,760	...	...	14,710	14,710	...	—14,710
	TOTAL UNOPEN STATE RAILWAYS (MILITARY)	1,60,77,520	...	...	5,67,030	5,67,030	...	—5,67,030
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY)	15,89,68,170	...	...	58,98,880	58,98,880	—5,06,180	—64,05,060
	GRAND TOTAL, STATE RAILWAYS (COMMERCIAL AND MILITARY)	83,00,78,030	1,053,154	1,74,91,140	2,13,17,790	3,88,08,930	2,52,97,080	—1,35,11,850

* Including the line from Ruk to Chaman and the Quetta loop, Sibi to Bostán *vid* Bolan and Quetta; the Sind-Sagar line from Lá la Músa to Sher Shah junction with branches; and the lines from Golra to Khusálgarh and Muzaffarabad junction to Sher Shah, the late Salt branch, metre gauge, the Miánwáli-Mári branch railway and the Mushkaf-Bolan railway.

STATEMENT No. 4.

State railways worked by companies.

Results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1896-97.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1897.	INTEREST AND ANNUITY CHARGES FOR 1896-97.				Net receipts (less surplus profits paid to shareholders) for 1896-97.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs. (a)	£	Rs.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	42,33,85,310	1,494,614	2,48,23,040	29,56,890	2,77,79,930	3,60,18,950	+82,39,020
V	BHOPAL-ITÁRSI (BRITISH SECTION)	(b) 23,45,890	...	...	93,260	93,260	62,750	—30,510
VII	WARDHA COAL	49,96,330	...	...	1,99,740	1,99,740	83,860	—1,15,880
VIII	DHOND-MANMÁD	1,13,89,550	...	...	4,55,170	4,55,170	3,67,309	—87,780
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	5,82,050	...	...	23,090	23,090	10,190	—12,900
XXXIX	BENGAL AND NORTH-WESTERN—TIRHOOT SECTION	2,58,67,090	...	...	10,32,340	10,32,340	12,77,300	+2,44,960
	TIRHOOT EXTENSIONS	15,75,680	...	...	32,190	32,190	...	—32,190
VI & XLI	RAJPUTANA-MALWA, INCLUDING GODHRA-RUTLAM-NÁGDÁ	15,04,31,460	...	...	60,68,730	60,68,730	98,40,810	+37,72,080
XLII	PÁLANPUR-DEESA	2,32,250	...	...	9,110	9,110	15,980	+6,870
XLIV	GUNTAKAL-MYSORE FRONTIER	59,01,300	...	...	2,35,700	2,35,700	2,08,170	—27,530
XLVI	SOUTH INDIAN	(c) 8,35,70,540	177,921	29,54,970	10,62,810	40,17,780	38,23,860	—1,93,920
XLVII	MÁYAVARAM-MUTUPET	24,69,440	...	...	98,410	98,410	1,05,290	+6,880
	TOTAL	71,27,46,890	1,672,535	2,77,78,010	1,22,67,440	4,00,45,450	5,18,14,550	+1,17,69,100

(a) Capital as above . . . . . Rs. 42,33,85,310
Deduct premium 6,55,00,000
Amount shown as capital in the published finance accounts of the Government of India 35,78,85,310

(b) Including Rs. 60,570 expended by the State on the survey of this line, but not included in the capital account of the railway.

(c) Capital as above . . . . . Rs. 8,35,70,540
Deduct premium 98,92,770
Amount shown as capital in the published finance accounts of the Government of India 7,36,77,770

STATEMENT

Direct annual gain or loss to the State

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND, PUNJAB AND DELHI, OUDH AND ROHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1872-73).				STATE LINES WORKED BY THE STATE.				STATE LINES EXCLUDING
	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less surplus profits paid to companies.	Guaranteed interest.	Loss to the State.	Capital expenditure.	Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (*d*)	Loss to the State.	Capital expended.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1858-59 to 1876-77	40,679,454	28,548,752	50,111,055	21,562,303	28,538,284	2,296,760	6,160,899	3,864,139	9,734,320
1877-78	41,301,759	2,327,993	2,331,834	3,841	31,429,069	931,597	1,539,457	607,860	11,502,783
1878-79	41,682,705	1,619,109	2,473,255	854,146	33,178,146	805,422	1,693,385	887,963	13,462,694
1879-80	41,764,715	1,448,896	2,481,400	1,032,504	36,073,275	968,613	1,777,260	808,647	15,499,419
1880-81	41,742,884	1,722,573	2,488,599	766,026	39,794,470	1,370,332	1,899,329	528,997	17,282,260
1881-82	42,075,110	2,343,565	2,496,263	152,698	41,033,885	1,120,266	2,000,945	880,679	19,238,660
1882-83	42,168,326	2,132,401	2,533,920	401,519	42,615,781	1,256,415	2,133,951	877,536	20,521,702
1883-84	42,629,697	2,137,094	2,539,530	402,436	45,068,279	1,360,863	2,155,659	794,796	22,807,853
1884-85	43,096,508	2,293,615	2,588,135	294,520	(*a*)49,315,639	1,538,771	2,244,336	705,565	27,262,817
1885-86	43,682,117	2,503,229	2,761,684	258,455	(*b*)57,441,360	1,928,223	2,568,277	640,054	30,053,692
1886-87	43,529,450	2,662,601	2,908,441	245,840	62,123,459	1,797,584	2,873,116	1,075,532	34,252,218
1887-88	43,837,158	2,494,404	3,007,228	512,824	65,187,865	1,545,074	3,063,971	1,518,897	38,865,035
1888-89	44,343,227	2,742,916	3,105,916	363,000	(*c*) 68,551,352	1,829,123	3,243,347	1,414,224	42,998,060
1889-90	44,628,363	2,521,976	3,084,675	562,699	70,419,934	2,322,253	3,203,214	880,961	46,493,037
1890-91	45,091,263	2,841,185	2,844,547	3,362	72,346,190	2,319,183	3,150,571	831,388	(*e*)54,991,610
1891-92	45,137,155	2,770,064	3,069,430	299,366	75,273,278	2,677,615	3,355,444	677,829	56,746,832
1892-93	45,207,409	2,662,489	3,438,635	776,146	78,508,182	2,177,320	3,681,650	1,504,330	59,014,659
1893-94	45,276,701	2,812,558	3,557,492	744,934	81,307,226	2,621,612	3,885,506	1,263,894	60,809,874
1894-95	45,594,262	2,449,616	3,953,754	1,504,138	84,237,291	3,114,014	4,127,756	1,013,742	62,910,168
1895-96	45,912,510	2,773,731	3,806,675	1,032,944	87,146,715	3,307,013	4,166,192	859,179	65,081,249
1896-97	46,174,078	2,186,862	3,597,232	1,410,370	83,007,803	2,529,708	3,880,893	1,351,185	77,262,614
1897-98 Revised estimate	46,565,178	2,042,800	3,370,300	1,327,500	85,554,103	3,019,000	3,898,400	879,400	81,890,714
TOTAL	...	78,038,429	112,550,000	34,511,571	...	42,836,761	66,703,558	23,866,797	...

(*a*) Includes capital expenditure on the Eastern Bengal railway prior to purchase as under:

	£
Share capital at time of purchase	2,255,480
Premium on share capital at time of purchase	1,136,437
Debentures and debenture stock	1,023,658
TOTAL	4,416,575

(*b*) Includes capital expenditure on the Sind, Punjab and Delhi railway prior to purchase as under:

	£
Share capital at time of purchase	11,075,320
Premium on share capital at time of purchase	2,933,804
TOTAL	14,009,124

(*c*) Includes £10,336,049 on account of purchase-money of the Oudh and Rohilkhand railway.

(*d*) Interest on capital outaly calculated at 4 per cent., except on £1,000,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State railway on which 4½ per cent. is paid by the State.

(*e*) Includes the following amounts in connection with the acquisition of the South Indian railway by the State:

	£
Debt created for redemption of share capital	4,197,557
Debenture stock taken over	425,000
Debentures taken over	1,070,000
TOTAL	5,692,557

This figure differs from the purchase-money entered in the Finance and Revenue accounts of the Government of India, in which £1,000,000 received from the company is treated as reduction of debt.

NOTE.—The figures from 1872-73 include "Loss by exchange," and the results shown against State railways from 1880-81

No. 5.

from railway outlay since 1858-59.

LEASED TO AND WORKED BY COMPANIES, THE EAST INDIAN RAILWAY.			EAST INDIAN RAILWAY (FROM 1872-73).				Loss to the State on working the railway system of India.	OTHER CHARGES.			Total loss to the State.
Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (*f*)	Loss to the State.	Capital expended.	Net traffic receipts, less surplus profits paid to shareholders.	Interest and annuity.	Gain to the State.		39. Guaranteed companies. Land and supervision.	40. Subsidised companies. Land, interest and subsidy.	41. Miscellaneous railway expenditure.	
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
543,229	1,629,210	1,085,981	30,600,227	9,253,793	8,201,162	1,052,631	25,459,792	2,910,435	...	120,951	28,491,178
299,083	489,365	190,282	30,759,994	2,455,714	1,715,335	740,379	61,604	66,420	...	22,126	150,150
241,118	578,218	337,100	31,331,420	1,928,410	1,818,712	109,698	1,969,511	57,758	...	48,423	2,075,692
269,817	658,518	388,701	(*g*) 37,779,596	2,563,667	1,821,323	742,344	1,487,508	63,284	...	19,683	1,570,475
334,689	735,991	401,352	38,242,989	2,421,288	1,653,794	767,494	928,881	57,614	...	57,708	1,044,203
635,334	811,465	176,131	38,733,469	3,085,081	2,021,697	1,063,384	146,124	74,745	13,226	51,960	285,955
777,084	914,126	137,042	38,883,838	2,547,702	2,085,630	462,072	954,025	72,182	25,992	253,995	1,306,194
967,911	1,042,126	74,215	39,110,477	3,030,972	2,072,270	958,702	312,745	67,326	54,573	*—129,405*	305,239
915,207	1,170,640	255,433	39,404,979	2,505,529	2,103,200	402,329	853,189	61,457	39,551	97,554	1,051,751
1,103,987	1,335,277	231,290	39,660,122	2,849,305	2,228,267	621,038	508,761	79,553	44,125	99,274	731,713
1,246,064	1,602,842	356,778	39,823,790	3,015,407	2,320,048	695,359	932,791	66,235	45,243	94,399	1,188,668
1,237,599	1,764,332	526,733	39,884,454	2,974,710	2,391,733	582,977	1,975,477	51,435	43,627	51,847	2,122,386
1,464,831	2,062,993	598,162	39,888,069	2,811,607	2,526,563	285,044	2,090,342	44,345	28,071	70,634	2,233,392
1,584,798	2,164,590	579,792	39,955,263	2,821,099	2,401,042	420,057	1,603,395	30,952	69,130	149,124	1,852,601
1,824,738	2,203,731	378,993	39,942,431	2,974,118	2,219,193	754,925	458,818	42,988	36,288	149,197	687,291
2,151,405	2,323,124	171,719	39,869,319	3,353,829	2,376,332	977,497	171,417	19,257	33,130	92,060	315,864
2,394,503	2,580,982	186,479	40,236,379	3,298,116	2,630,624	667,492	1,799,463	29,423	29,026	*—10,860*	1,847,052
2,434,981	2,648,399	213,418	40,779,756	3,558,539	2,713,353	845,186	1,377,060	34,004	21,000	103,439	1,535,503
2,757,549	2,920,698	163,149	41,167,995	3,489,561	3,008,426	481,135	2,199,894	31,541	16,694	100,360	2,348,489
2,601,603	2,903,964	302,361	41,689,109	3,600,247	2,916,323	692,924	1,501,560	28,808	18,251	71,649	1,620,268
2,688,448	3,233,772	545,324	42,338,531	3,601,895	2,777,993	823,902	2,482,977	28,083	85,020	63,901	2,659,981
2,756,600	3,305,300	548,700	43,538,531	3,920,300	2,635,700	1,284,600	1,471,000	28,600	110,800	23,600	1,634,000
31,230,528	39,079,663	7,849,135	...	72,069,889	56,638,720	15,431,169	50,796,334	3,946,445	713,747	1,601,519	57,058,045

(*f*) Includes the following amounts for advances and repayments of advances of interest.

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98 Revised.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances .	5,188	16,807	34,154	45,230	...	...	...	...	...	...	...	...	...	...	...	...	...
Repayments	2,762	4,524	3,249	618	119	1,616	24,764	42,768	49,103	31,480	32,994	17,883	34,054	41,694	25,252	24,052	12,300
Net .	2,426	12,283	30,905	44,621	*—119*	*—1,616*	*—24,764*	*—42,768*	*—49,103*	*—31,480*	*—32,994*	*—17,883*	*—34,054*	*—41,694*	*—25,252*	*—24,052*	*—12,300*

(*g*) This sum is arrived at thus :

* Capital of the East Indian railway at time of purchase	£ 26,200,000
* 25 per cent. premium thereon	,, 6,550,000
* Debentures and debenture stock	,, 4,450,000
Outlay subsequent to purchase	Rx. 154,248
Outlay on the Dildarnagar-Ghazipur, Nalhati and Patna-Gya railways	,, 425,348
TOTAL	Rx. 37,779,596

* Of these amounts, £27,623,386 will be redeemed by an annuity terminable in 1953, which annuity is included in the column "Interest and annuity," and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

CHAPTER II.

Works completed and in progress.

The following paragraphs deal briefly with the chief works completed and in progress on the various railways in India during the official year ending on the 31st March 1898:

East Indian Railway (*standard gauge*).

2. The relaying with 85lb. steel rails on the lower part of the line has been carried on under great difficulties owing to the increased number of trains running. The strengthening of the Jumna bridge at Delhi is in progress, as also that of the Keul and Hullahar bridges. The Salanpur branch has been extended by 1·25 miles, and the Sakrigali and Maharajpur Ghât branches by 1·36 miles each.

Open line.

On the Moghal Sarai-Gya extension, 126·26 miles, rather more than three quarters of the earthwork and about one-third of the major and minor bridges have been completed. At the Soane bridge, 93 spans of 100 feet, the foundations for 60 piers are in hand and the wells for 30 piers have been sunk. Permanent-way has been laid on 36 miles. It is expected that, with the exception of the Soane bridge, this extension will be ready to be opened for traffic early in 1899, the Soane being crossed by a diversion.

Moghal Sarai-Gya extension.

The construction of a branch connecting Háthras Junction with Háthras City, a length of 5·61 miles, was commenced during the year, and it is expected that the branch line will be completed by December 1898.

Hathras City branch.

South Behar (*Luckeeserai-Gya Railway*) (*standard gauge*).

3. On this railway, extending from Luckeeserai to Gya, 78·81 miles, fair progress has been made; the earthwork has been practically completed and three-quarters of the work on major and minor bridges finished. Good progress is being made at the Phalgu bridge, 18 spans of 100 feet, which is the most important work on the line, and the laying of the permanent-way has been commenced. With the exception of the Phalgu river crossing, over which a diversion will be laid, the line is expected to be opened for traffic early in 1899.

Rewah Railway (*2′ 6″ gauge*).

4. A preliminary survey for this line from Sutna on the East Indian railway to Rewah, a distance of 31 miles, was carried out by the Rewah Durbar at the close of 1896. The alignment chosen, which presents no engineering difficulties, is generally parallel to the existing road and about 150 feet apart from it. The ruling gradient adopted is 1 in 125, and the maximum curvature 1,100 feet radius. The cost of the line, as at present ascertained, will be Rs. 5,25,000 or Rs. 16,936 per mile. With the view to afford relief to famine stricken persons, the earthwork and breaking of ballast was commenced in January 1897 by the Rewah Durbar, and about three-fourths of the earthwork and the breaking of the required quantity of ballast has been completed as a famine relief work. In April 1897 the project for the construction of the railway at the cost of the Rewah Durbar was approved, and the plans and estimates for the stations, culverts, etc., have been prepared. Arrangements are being made for working the line, when completed, by the agency of the East Indian Railway Company.

Bengal Central Railway (standard gauge).

5. Sidings for the interchange of traffic at Dum-Dum Junction have been constructed and opened for traffic from the 10th September 1897, and work on the engine turning and watering arrangements at Dum-Dum Cantonment is in progress. An estimate for supplying brick ballast to those portions of the line which were not originally sufficiently ballasted, and are now in most need of additional ballast, has been sanctioned, and the work is in progress.

Bengal-Nágpur Railway (standard gauge).

Sini-Midnapore-Howrah, and Midnapore-Cuttack extensions.

6. With the exception of the Bowreah-Howrah section, on which the commencement of work from Bowreah up to Satragatchi station was only authorized in February 1898, work was continued throughout the year on all the districts on the extensions from Sini *viâ* Midnapore to Howrah, and from Midnapore to Barang (Cuttack Road), a total length of about 360 miles. Earthwork has been almost completed, some of the girders of the major bridgs, are being erected and considerable progress has been made with well-sinking. At the Roopnarain bridge, five of the caissons have been pitched and are being sunk. The minor bridges have been completed, excepting a few in the Balasore district, and station buildings and staff quarters are in course of construction. Rails have been laid from Sini *viâ* Khargpur to Kola on the Roopnarain river, from Khargpur to Balasore and from Cuttack to Dhanmandal.

Raipur-Dhamtari branch.

Work was commenced on a 2-foot gauge feeder line, from Raipur to Dhamtari with a subsidiary branch from Abhanpur to Rajim, a total length of 56·67 miles, and a small quantity of the earthwork was executed by the Central Provinces Administration as a measure of famine relief, but was stopped in October 1897 for want of funds.

Indian Midland Railway (standard gauge).

Open line.

7. On the open line, about 15 miles of track of timber sleepers on the Agra-Gwalior section (old Sindia railway) have been renewed with Indian Midland railway cast iron pot sleepers.

Saugor-Katni extension.

On the extension under construction from Saugor to Katni, the whole of the earthwork has been practically completed. The major bridges are well advanced, a large number of the minor bridges and culverts are either finished or approaching completion, excepting a few on the Damoh-Katni section, and the station buildings and staff quarters are well in hand. The first section from Saugor to Damoh, a distance of 47·83 miles, was opened for traffic on the 26th of March 1898. On the Damoh-Katni section, a length of 68·04 miles, platelaying is in progress from both ends, and the section may be expected to be opened for traffic at the close of 1898.

Bína-Goona Railway (standard gauge).

Open line.

8. On the open line, the additions and alterations to the Sindh bridge have been completed.

Goona-Bara extension—76 miles.

Works on the Gwalior and Tonk sections of the extension from Goona to Bárán are in hand. The heavy ghât work near Goona is complete, and the masonry of the Parbatti bridge, eleven 100-foot spans, has practically been finished and awaits the arrival of girders.

All minor bridges on the first section of the line have also been completed and the major bridges are well in hand, the Kotah length only being backward owing to a late start. Rails are being laid and should reach Bárán in May 1898. It is proposed to open, on diversions, after the monsoon and to have the line ready for all traffic before the close of 1898.

Bhopal-Ujjain Railway (standard gauge.)

9. The arrangements for the supply of water to engines at the watering stations have been completed. The ballasting and a number of petty works required to complete the line are in progress, including the engine shed and high service tank at Ujjain, gate lodges, and gangers' huts.

Bhopal-Itársi Railway (standard gauge.)

10. Nineteen sets of gangers' huts were built on the line, and 3 semi-detached cottages at Bhopal, rendered necessary by the opening of the Bhopal-Ujjain railway, were completed during the year.

North Western State Railway system (standard gauge).

Open line.

11. Four canal bridges on the Sáharanpur district have been strengthened during the year, as has also a bridge, 5 spans of 15 feet, between Chíchawatni and Harappa. The work of re-building the Beas valley viaducts has been completed, and the alterations and strengthening of the east Beyne bridge carried out. The Deriai and Nundua nulla bridges, on the Khusálgarh branch, have also been strengthened, and the work of re-sleepering the Sutlej bridge with sawn sleepers has been put in hand. A 20-foot sub-way for road traffic near the Chablat river bridge and a retired bund at Chenab West Bank have been completed.

To facilitate heavy troop traffic, extra sidings and platforms were constructed at Nowshera and Khusálgarh, the watering arrangements on the Khusálgarh branch greatly improved, and additional crossing stations provided on that branch.

Certain works necessary to effect a junction with the Southern Punjab railway were carried out at Samásata and Bhátinda to permit of the Southern Punjab railway being opened. Complete projects for the re-arrangement of the yards, etc., at these stations, have been prepared and approved, and the work is in hand.

New crossing stations have been provided at Naugazi, between Golra and Kutbál, and at Rangli, between Pind Sultáni Road and Langar.

A valuable property known as "Robson's Estate" at Lahore has been acquired by the State and is to be used as a site for staff quarters which are much required for the running staff. Another valuable site, now occupied by the Lunatic Asylum, adjoining the railway goods station at Lahore, has also been acquired. This land will be used partly for the extension of the goods yard, which is an urgent matter, and partly for building staff quarters and providing a play ground for the children of railway employés.

List and Morse's interlocked signals have been fitted at several stations.

Doubling the main line between Kiamari and Kotri.

The work of doubling the line from Kiámári to Kotri (108 miles) has been completed. The down line from Kiámári to Piprí, 26 miles, was opened for public traffic on the 20th June 1897, and from Piprí to Kotri, 82 miles, on the 3rd May 1898.

Mushkaf-Bolan railway.

The down line between Áb-i-Gum and Kolpur was completed and opened for traffic on the 15th April 1897.

Indus bridge, Kotri.

Work is in progress on the Indus bridge section, which extends from Kotri on the North Western State railway to Hyderabad (Sind) on the Hyderabad-Shadipalli railway, a distance of 5·30 miles. The bridge consists of one span of 100 feet and five spans of 350 feet, the girders being carried on brick piers, 35 feet high, founded on wells 50 to 60 feet deep sunk to rock. The abutments and four piers have been completed. The remaining two piers in deep water will be founded on caissons, the sinking of which by the pneumatic process is approaching completion. The girder work awaits material from England.

Lyallpur-Khanewal extension.

The earthwork on the Lyallpur-Khánewal extension has been practically completed, sleepers have been received, and about 40 miles of second-hand 68 lb double-headed and 60lb flat-footed rails will shortly be supplied from the main line.

The extension will, in the first instance, be carried across the numerous irrigation channels on sleeper stacks, and the bricks for the culverts will then be led out by train, and the culverts taken in hand. All station buildings and gang huts have been practically completed.

A new alignment of the last 30 miles at the southern end, towards Khánewal, has been set out, and a new site selected for the bridge over the Ravi, which will consist of 5 spans of about 100 feet. Bricks nearly sufficient to construct the bridge have already been manufactured at bridge site, all well curbs have been got to site, and an immediate start will be made with the well sinking.

Mari-Attock railway.

On the section of the Mári-Attock railway between Roumia and Basál (mile 0 to 25), the earthwork and bridgework, reported last year as practically complete, have been fully completed, including the regrading to 1 in 100 of the first 6 miles out from Roumia, which will eventually form a part of the main line of the North Western State railway. All the tunnels have been practically completed, with the exception of a little work in some of the portals; the aggregate length of the 6 tunnels on this section is 8,161 feet, in addition, there is a covered-in cutting 86 feet deep, the length of brickwork arching in which is 875 feet. Permanent-way has been laid from mile 0 to 11, and from mile 25 to 16, and it is expected that platelaying on this section will shortly be completed.

On the section from Langar to Daudkhel near Mári (mile 41 to 96) all earthwork has been practically completed, except one very large bank at mile 53 and a few isolated cuttings. The aggregate length of the 3 tunnels on this section will be 2,185 feet, and in addition a cutting about 80 feet deep is being arched over for a length of 800 feet. Of the above, 1,800 feet of arching in all has been completed.

The bridgework throughout the line is very heavy, but with the exception of the Sohan bridge, all bridges have been sufficiently completed to pass construction trains. Standard gauge construction trains are running from Langar as far as Uchri carrying bricks, which are taken on to the Chab tunnel, mile 68, on a 2-foot gauge temporary line. The Kohad bridge has been completed, and construction trains, carrying bricks, are running over it from Daudkhel to the Sohan bridge, mile 79. The Sohan foundations are progressing satisfactorily, one well having been sunk 30 feet and another 12 feet. Every effort is being made to finish this bridge, which will complete the through communication between Langar and Daudkhel. The line is expected to be opened for traffic about December 1898.

The new alignment (6·75 miles) of the North Western State railway to Campbellpur Cantonment has been sanctioned for construction during 1898-99.

Hyderabad-Shadipalli Railway (standard gauge).

12. Certain flood damages on this line have been repaired, and a passenger platform and small well provided at Khesano flag station.

Southern Punjab (Delhi-Samásata) Railway (standard gauge).

13. This railway from Delhi *viá* Bhátinda to Samásata, 399·80* miles in length, was opened for public traffic on the 10th November 1897 and handed over to the North Western State railway for working on behalf of the Southern Punjab Railway Company. By the 31st March 1898 the line had been ballasted from Delhi to Abohar and from Samásata to Hasilpur. The ballasting will, it is expected, be completed throughout during the next few months, but the line will probably continue to be maintained by the Company till November 1898.

Jammu and Kashmir Railway, Native state section (standard gauge).

14. The following works have been carried out: booking and luggage office, quarters for the Assistant Station Master, and third class waiting shed at Tawi; as also menials quarters at Satwari Cantonment.

* Excluding entrance to the Delhi station, 0·79 mile.

Oudh and Rohilkhand State Railway (standard gauge).

15. About 10 miles of line exclusive of sidings have been relaid with 75lb. steel rails and about the same length with 60lb. steel rails; and 60,116 broken cast-iron pot sleepers of the old pattern have been replaced by a similar number of the new pattern cast-iron pot sleepers.

Open line.

Up to 31st March 1898, 185 miles of line have been fully ballasted with either kunker, stone or shingle, and up to the same date the total progress with the renewal or strengthening of girders which are weak for modern loads was: 118 spans of 9 feet, 342 of 10 feet, 170 of 15 feet, 61 of 20 feet, 98 of 30 feet, 28 of 40 feet, and 13 spans of 60 feet, renewed; and 4 spans of 10 feet, 43 of 15 feet, and 74 of 30 feet duplicated. Owing to the late receipt of the 60-foot girders from England, only 13 spans could be finished during the year 1897-98. Four spans are now about half finished, and 5 other spans will probably be finished by next rains.

The Rae Bareli-Benares section, 138·69 miles, of the Lucknow-Rae Bareli-Benares chord line has been practically completed, a few minor works only remaining to be finished. The line was opened for public traffic on the 4th April 1898.

Rae Bareli-Benares section.

Hardwar-Dehra Railway (standard gauge).

16. The construction of this line from Hardwar, on the Oudh and Rohilkhand State railway, to Dehra, a distance of 32 miles, is being carried out by State agency on behalf of a "Branch line" company. The investigation of the alternative routes mentioned in last report has been carried out and further improvements and re-alignments, to reduce work, made, and the double crossing of the Song river avoided. The extension towards Rajpur has been abandoned for the present, and a station site for the northern terminus of the line at Dehra chosen in the Lakhi Bagh. The headings of the two tunnels at Dehra are through, and 390 feet of arching completed in each tunnel. Very wet foundations with the presence of large boulders, which precludes the use of ordinary wells, will make progress slow in the early stages of some of the bridges. Good progress has been made on the first 2 miles out of Dehra, and work on the banks, cuttings and bridges on the next 14 miles is in progress. A commencement of the work on the remaining 16 miles may be made after the rains of 1898, and the line to Dehra is expected to be completed by December 1899.

Cawnpore-Burhwal (metre gauge link).

17. All works on the Cawnpore-Burhwal (metre gauge link), with the exception of the Harrisganj over-bridge at Cawnpore, have been completed. Sanction to the construction of this over-bridge was received on the 24th December 1897; the work is in hand and is expected to be completed by the end of 1898-99.

Eastern Bengal State Railway system (standard, metre, and special gauges).

18. A large number of new works for the improvement or extension of the system have either been carried out or are in progress on the Eastern Bengal State railway.

On the open line, about $6\frac{3}{4}$ miles of 50 lb and 2 miles of $41\frac{1}{4}$ lb on the Northern section, and on the Eastern and Southern sections $4\frac{1}{2}$ miles of 75 lb steel rails, have been relaid, and the following works completed: crossing stations at miles $125\frac{1}{4}$ and $132\frac{3}{4}$; lighting of the Goalundo transhipment yard and Chitpore goods shed by electricity; the provision of interlocking signals at Mírpur and Bhairámára; the protection of 1,000 feet of the frontage of the despatch steamer ghát at Lalgolah with brick pitching; extension of the passenger ghât line at Sára; and the provision of additional sidings at several stations.

Open line.

The following works are in progress: strengthening the bridges from Kidderpore to Dámukdia and from Porádaha to Goalundo; waiting rooms at certain selected stations on the Eastern and Southern sections; additions

to improve the present accommodation at Sealdah; permanent station building at Ágarpára; the provision of interlocking apparatus at Naiháti; and additional sidings, staff-quarters, etc., at several stations. The damages done to the line and works by the earthquake of the 12th June 1897 are being gradually repaired throughout the system.

Extensions to the Ganges from Belgachhi and Panchooria.

The extension from Belgáchhi to the Ganges, 2·33 miles, was opened on the 1st October 1897 and closed again on the 8th of that month. A new ghât station at Belgáchhi is under construction, as also the line from Panchóoria to the Ganges, 5·50 miles.

Rajbari-Faridpur branch.

The construction of a branch from Rajbári to Faridpur, a length of 14·59 miles, is in progress. The materials for the large bridges are being delivered and the platelaying is well in hand. It is expected that the branch will be opened for traffic on the 1st July 1898.

Doubling of the main line between Ranaghat and Poradaha.

The doubling of the main line between Ránaghat and Porádaha has been completed, and the down line was opened to traffic in sections between August and November 1897.

Teesta bridge at Kaunia.

The materials for the construction of the Teesta bridge at Kaunia, 13 spans of 150 feet girders, have been arranged for. This bridge will extend the metre gauge Rungpore branch eastward across the first of the large rivers towards Assam.

Brahmaputra-Sultanpur Railway (metre gauge).

19. The construction of this railway, 59·70 miles in length, was continued throughout the year. The first section from Sultanpur, 51·50 miles from Sára Ghât, on the Northern section of the Eastern Bengal State railway, to Bogra, 24·70 miles in length, will probably be ready for inspection prior to opening by October 1898; but the remaining two sections from Bogra to Gar Fatehpur, 18 miles, and from Gar Fatehpur to Kamar Jani near Kaliganj, 17 miles, will probably not be ready before the end of February and June 1899, respectively, as labour is scarce and most of the important waterways occur on these sections.

Mymensingh-Jamálpur-Jagannathganj Railway (metre gauge).

20. The construction of the section from Mymensingh to Jamálpur, 33·50 miles, is well in hand. The only bridge of importance remaining unfinished is that over the Satora river, mile 7; here the abutments have been built to some height above flood level, and the screwing down of the cylinder piers is approaching completion. Arrangements are being made for the burning of ballast; and sleepers are also being received. This section will probably be ready for opening by June 1898.

The commencement of work on the extension from Jamálpur to Jagannathganj, a distance of 20·31 miles, in lieu of the line from Jamálpur to Subhankhali, a distance of 30 miles, has been sanctioned. The section from Jamálpur to Bausi may be expected to be ready by January 1899, and that from Bausi to the Brahmaputra (Jagannathganj), for which land has not yet been acquired, will probably be ready by July 1899.

Cooch Behar Railway (2′ 6″ gauge).

21. The damages done to the open line by the earthquake of the 12th June 1897, are under repair.

Open line.

Extension to Cooch Behar Town.

Work on the extension of the line from the right bank of the Torsa river to the town of Cooch Behar, a distance of 3·72 miles, was continued throughout the year. The bridge over the Torsa river, which, as now decided, will consist of 7 spans of 80 feet girders, will probably not be completed till the close of 1898, but it is proposed to open the line into Cooch Behar Town before the ensuing rains with a ferry across the Torsa river.

Santrabari extension.

The construction of an extension from Cooch Behar Town to Jhainti, which was referred to in Chapter III of the last report, was provisionally sanctioned in December 1897, and the work is in hand. The line, which presents no engineering difficulties, is expected to be ready for opening by the end of May 1899.

The section from Cooch Behar Town to Alipore, 11·50 miles, estimated to cost Rs. 2,45,000, is being constructed at the expense of the Cooch Behar state, while that from Alipore to Jhainti, 20·08 miles, estimated to cost Rs. 4,47,000, which passes through British territory, is being undertaken as a State line at the cost of the Government of India.

Calcutta Port Commissioners' Railway (standard gauge).

22. The only important work in progress on this railway is the doubling of the line at Fort Point.

East Coast State Railway (standard gauge).

Open line.

23. On the open line, of the protective works for bridges undertaken during the year, all those on the Bezwada-Gódávari section and about seventy-five per cent. on the Gódávari-Waltair section have been completed. About 39 lakhs cubic feet of ballast have been collected and spread, and the work of housing the permanent-way staff is in progress. A new temporary ferry line was completed on the 1st February, and the run for the steamers on the Gódávari river low level channel is now less than half a mile. The standard gauge line from Bezwada to Kistna Canal Junction, a distance of 2·66 miles, has been completed, and was opened for goods traffic on the 15th July 1897.

The maintenance of the Bezwada Extension railway, a length of about 21 miles, was taken over from the Nizam's Guaranteed State Railways Company on the 1st January 1898.

Puri branch extension.

In November 1897, sanction was accorded to the extension of the Puri branch to a permanent terminus 1·89 miles beyond the present temporary terminus of this branch, and rapid progress has been made. The only important work is a bridge consisting of 5 spans of 20 feet. This has been completed, as well as the platelaying.

Godavari bridge.

The construction of a bridge of 56 spans of 150 feet in the clear over the Gódávari river and approaches, between Rajahmundry and Kovvúr stations on the East Coast State railway, a distance of 4·55 miles, was sanctioned in May 1897, and it has since been decided that another span of 40 feet should be added towards the west bank to allow the road traffic to pass under the bridge.

Work was practically started in November 1897, when the river had reached its lowest level. The well of the first pier was taken in hand on the 16th November 1897, and on the 31st March 1898 twenty-five wells and both abutments were in progress, and both approaches to the bridge well in hand. Out of the 25 wells on which work has been commenced, 22 are circular and 3 are twin octagonal wells of the Kistna bridge type. Some of the remaining piers will be founded on caissons, which, according to circumstances, may either be sunk by dredging in the ordinary way, or by the pneumatic process, and arrangements have been made for the transfer, when available, of the air-compressing plant from the Indus bridge at Kotri.

Bezwada Extension, East Coast State Railway (standard gauge).

24. The construction of a causeway without aprons from chainage 174 to 234, between Kondapalli and Bezwada, is approaching completion.

Bezwada-Madras Railway, Ennúr-Bezwada section (standard gauge).

Ennur to Gudur—74·60 miles.

25. Earthwork and minor bridges on this section have been completed. All the major bridges have also been built, with the exception of the Pulicat bridge, 10 spans of 40 feet, and the Kalinga bridge, 6 spans of 60 feet, which are approaching

completion. Stations and buildings, station machinery, the collection of ballast, etc., are in hand and platelaying will be commenced shortly from both ends of the section.

Gudur to Nellore—24·24 miles—conversion from the metre to the standard gauge.

Out of 111 spans of 40-foot openings on this section, about 100 spans have been converted from the metre to the standard gauge, and the rest are in progress. The conversion of this section from the metre to the standard gauge is in progress and metre gauge sleepers have been replaced by standard gauge wooden sleepers and the standard gauge track laid outside the metre gauge track for a length of 12 miles. The raising of formation (5 feet) in the Nellore station yard is in progress, also the alteration of the yard at Gudur to suit standard and metre gauge requirements. The widening of the banks has been completed, and the collection of ballast is in progress.

Nellore to Kistna Canal, junction with the East Coast State railway—155·26 miles.

Major bridges have been completed, excepting the Ramperu, 13 spans of 40 feet, the Gundlakama, 13 spans of 60 feet, and the Palar, 21 spans of 40 feet. The Ramperu and Gundlakama bridges should be completed by June next. The sinking of the wells of the Palar bridge has been slow and difficult, and all available labour and machinery is being concentrated on this bridge in order to complete it before the rains in October and November. The minor bridges are practically completed. Platelaying between Kistna Canal Junction and Nellore has been completed. Stations and buildings, station machinery, the collection of ballast, etc., are in progress.

Tadepalli transhipsidings—2·30 miles.

The bulk of the earthwork in the Tadêpalli tránship sidings, and the walls of the transhipplatform have been completed. The long goods covering-shed is being built.

The line is expected to be completed throughout during 1898-99.

Great Indian Peninsula Railway system (standard gauge).

Open line.

26. The construction of an extension of the Mohpáni branch to the new coal-fields of the Nerbudda Coal and Iron Company has been completed.

The double 30-foot girder bridge at mile 44 on the south-east line, which was damaged by floods, is under re-construction. The work of strengthening the girders of the Dudhi bridge has been proceeded with and the re-building of pier-tops, raising of approaches, and strengthening of girders on the Mund viaduct have been completed. The renewal and strengthening of the remaining girders has been receiving attention, and material is expected from England shortly.

Very little now remains to be done in the matter of the introduction throughout the line of the new system of signals.

Amalner-Jalgaon branch.

Sanction was received, in January 1898, to the construction of the connecting link between the Great Indian Peninsula railway and the Tapti Valley railway from Amalner to Jalgaon, and work was commenced in March 1898.

Bombay, Baroda and Central India Railway (standard gauge).

Open line.

27. The new administrative offices, opposite the Church Gate Street station, have been nearly completed. The central dome has not yet been finished, but the offices were removed from the old into the new building in January 1898. It is expected that the building will be completed by the end of June 1898. The plague has retarded the speedy completion of the work.

The following works have been completed: shunting sidings between Dádar Junction and Parel; additional sidings and goods accommodation at the southern end of the station yard at Ahmedabad; the new Railway School at Ahmedabad; and twenty-three miles of wire fencing on the Godhra branch.

Doubling the main line from Colaba to Baroda.

Of the total length of 247·25 miles between Colaba and Baroda, the down line from Colaba to Virár, from Sachin to Amráoli, and from Baroda to Itola, a total length of 60·67 miles, was open for traffic at the close of the year 1896-97, the doubling of the line on 186·58 miles remaining to be finished.

During the year 1897-98, the down line from Miyágám to Itola, 7·82 miles, was opened for traffic on the 15th September 1897, from Virár to Pálghar, 19·28 miles, on the 1st December 1897 and from Pálghar to Dáhánu Road, 20·37 miles, on the 17th January 1898, a total length of 47·47 miles. The progress on the remaining sections, from Miyágám to Amráoli, 59·11 miles, and from Dáhánu Road to Sachin, 80 miles, has been as follows: the section from Miyágám to Broach and Amráoli to Sáyan has been practically completed, and permanent-way is being laid and ballast spread between Sáyan and Broach. It is expected that these sections will be opened for traffic at no very distant date. The down line from Dáhánu Road to Sachin was taken in hand in September 1897, and the earthwork is expected to be completed by June 1898. Ballast is being collected, and English materials are expected shortly.

The renewal of Warren girders with steel plate girders in connection with the doubling of the line has been in progress, and about 71 per cent. of the work had been completed by February 1898.

Tápti Valley Railway (standard gauge).

28. Work has been in progress throughout this line, which will extend from Kankra Khari, 3 miles from Surat, on the Bombay, Baroda and Central India railway, to Amalner, a length of 156·40 miles. It is expected that the first section from Kankra Khari to Vyára, 35 miles, will be opened for traffic in October 1898.

Rajputana-Malwa Railway (metre gauge).

Open line.

29. A new transfer station for the interchange of rolling-stock with the Bengal and North-Western railway has been constructed at Anwarganj (Cawnpore) and was opened for traffic on the 1st September 1897, and the following works have been completed: a 20-foot girder bridge over the canal at mile 77 on the Rewari-Ferozepore section; the relaying of 30·76 miles of line with 50 lb rails; and the erection of 43·96 miles of fencing. The works at Ujjain Junction station for the joint use of the Rajputana-Malwa, Nágdá-Ujjain, and Bhopal-Ujjain railways have practically been completed; and work on the following has been started: interlocking arrangements for transfer sidings at Cawnpore; additional works at Kásganj; new water-supply arrangements at Bhiwáni; and gangmen's quarters on the Ajmere and Abu divisions.

Bhatinda-Ferozepore standard gauge connection.

This scheme, which was sanctioned in July 1897, provides for the addition of a standard gauge track along side of the existing metre gauge track of the Rajputana-Malwa railway between Bhátinda and Kot Kapúra, 26¼ miles, and for the substitution of a standard gauge line between Kot Kapúra and Ferozepore, 28 miles, in place of the existing metre gauge line.

Permanent-way material is arriving, and the work will shortly be started by the Bombay, Baroda and Central India Railway Company on behalf of the State.

Ahmedabad-Parántij Railway (metre gauge).

30. This railway, which was under construction at the close of the previous year, was opened for traffic in sections as follows: Ahmedabad to Talod, 32·75 miles, on the 1st May, Talod to Parántij, 7·75 miles, on the 2nd July, and Parantij to Idar Ahmednagar, 14·09 miles, on the 23rd October 1897. The line is being worked by the Bombay, Baroda and Central India Railway on behalf of a "Branch line" company.

The Gaekwar's Dabhoi Railway (2' 6" gauge).

31. The extension of the Gaekwar's Dabhoi railway from Vishvámitri to Padra, 7·14 miles, was completed and opened for traffic on the 1st July 1897.

Rajpipla Railway (2'6" gauge.)

32. The first section of this railway, from Anklesvar to Raj Párdi, 19·03 miles, was completed and opened for traffic on the 1st July 1897. The second section from Raj Párdi to Nandod, 17·80 miles, was sanctioned for construction in February 1898, and the work is in progress.

A foot overbridge at Elephant Gate level crossing has been sanctioned, and the necessary materials are being collected.

Madras Railway, including the Kolar Gold-fields Railway (standard gauge).

33. The junction arrangements at Méttupálaiyam in connection with the Nílgiri railway, and the conversion of Nandalúr into an engine-changing station have been completed. The restoration of the bridges at miles 95 and 107, north-west line, which were damaged by floods in 1896, has been finished, and two spans of 50-foot girders have been strengthened, making a total of 15 spans which have been strengthened and leaving 2 to be completed. The addition of masonry piers in the centre of each span of 64-foot girder bridges is in progress on two bridges on the north-west line, on one on the south-west line, and on five bridges on the Nílgiri branch; and the work of covering sand ballast with broken stone on various portions of the line has been continued and 513 miles have been covered.

Open line.

The fencing of the Kolar Gold-fields railway, in accordance with the estimate sanctioned by the Mysore Durbar, is well advanced, 9 miles having been finished; and a foot overbridge has been constructed at Bowringpet.

On the extension from Calicut to Cannanore, the marking out of both temporary and permanent land between Calicut and Elattúr (7½ miles), including West Hill and Elattúr station yards, has been finished, and the marking out beyond Elattúr to the 26th mile is in progress. The revision of the alignment has nearly been completed.

Calicut-Cannanore extension—59 miles.

The construction of a branch from Arcot to Ranipet was sanctioned in December 1897. A small quantity of earthwork has been completed within the limits of the present Arcot station, and materials for the bridges are being collected.

Arcot-Ranipet branch—4·35 miles.

The Nizam's Guaranteed State Railway (standard gauge).

34. The work of replacing the Warren girders with plate girders on the two Iyalla bridges has been completed. Two more bridges at Begumpett and Bulkumpett were put in hand and finished, and the new Moosapett bridge passed for traffic.

Hyderabad-Gódávari Valley Railway (metre gauge).

35. The agreement between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company, Limited, was signed on the 16th March 1897, but, owing to uncertainty as to when capital funds would be available, it was not until July that a comprehensive start was made, and work put in hand from Manmád to Jalna (mile 108) on the northern section, and from Secunderabad to Nandair (mile 170) on the southern section.

The earthwork on the northern section has practically been completed, with the exception of the portion from Manmád to the Ankai Pass, on which work had to be deferred pending a decision as to the final alignment which would best suit the new junctional arrangements at Manmád. Work on the section has been somewhat interfered with by the plague, but it is expected that operations will be sufficiently advanced to enable platelaying to be commenced shortly.

Earthwork and bridging on about one half of the length of the southern section is in an advanced state of progress. On the other half of this section occur the crossing of the Gódávari river and the Sernapully Ghât. A site has been selected for the bridge, and a re-alignment over the ghât decided upon, resulting in considerable reductions in work which is now in full progress.

Bengal and North-Western Railway system (metre gauge).

Company's section.

36. On the open line, the relaying of the main line with 50 lb rails in lieu of 41¼ lb rails has been completed from Sonepore up to Jarwal Road, and the whole line between Burhwal and Sonepore is now laid with 50 lb rails. The old materials will be utilized on the Ganges-Gogra Doab lines. A commencement has been made with the fencing of the first 82 miles, and about 12 miles have been erected between Sonepore and Dighwara. At Kushmi, all the works for a crossing station have been finished, except the metalling of the platform and roads which will be put in hand after the next rains.

Gogra bridge at Bahramghat—17 spans of 200 feet girders.

The wells of all piers for the Gogra bridge at Bahramghat have been sunk to the full depth of 90 feet below low water level and the brick-work of all piers has been completed, 14 spans of girders have been erected and one is in course of erection. Work on the remaining 2 spans at the abutments, was delayed pending a settlement with the Military Department regarding the accommodation to be provided for block houses to defend the bridge. The bridge is expected to be opened for traffic early in 1899.

The construction of a temporary pile bridge of 86 spans of 20 feet over the Gogra river was taken in hand in November, and opened for both goods and passenger traffic on the 21st December 1897.

Gonda-Balrampur-Tulsipur branch—42 miles.

Work on the remaining portion of the Gonda-Balrámpur-Tulsipur branch, between Balrámpur and Tulsipur, 20 miles, which was under construction at the close of the previous year, is well advanced, and it is expected that the line will shortly be opened for traffic. At the Rapti bridge, 8 spans of 80 feet girders, between Balrámpur and Tulsipur, the sleepers and rails have been laid over the bridge, and good progress has been made with the protective works.

Nanpara-Katarnian Ghat extension—42·08 miles.

The portion of the Nánpára-Katarnian Ghât extension from Mohinpurwa (Jangal Motipur) to Katarnian Ghât, 27·08 miles, which was under construction at the close of the previous year, was opened for traffic on the 25th March 1898, and the Babai bridge, 10 spans of 80 feet, was also completed and opened for traffic during the year.

Bhatni-Turtipur branch—17·14 miles.

The Bhatni-Turtipur branch which was closed for traffic during the rains, was re-opened on the 1st December 1897. All works have practically been finished, except the ballasting and metalling of the station platforms and roads which will be completed after the rains.

Salimpur-Barhaj branch—12·77 miles.

The Salímpur-Barhaj branch was opened for traffic on the 1st December 1897. The line is not yet ballasted, but the ballast is being collected and will be spread after the rains, when the station platforms and roads will also be metalled.

Ganges-Gogra Doab extensions.

The Ganges-Gogra Doab extensions include lines from Turtipur to Benares, 83·20 miles, Mau to Azamgarh, 27 miles, Mau *viâ* Ballia to Revelganj, 71·32 miles, Aunrihar to Ghazipur, 29 miles, or a total of 210·52 miles, with a permanent bridge over the Gogra river at Turtipur.

On the Mau division, 65 miles, rails have been laid on formation throughout the division except at the Tonse river near Mau, where there is a diversion. All the bridges, except the Tonse bridge, 6 spans of 80 feet, which will probably be finished by the 15th June 1898, have been completed. It is expected that the line from Turtipur to Azamgarh, a distance of 51 miles, will shortly be opened for traffic.

On the Benares division, 81 miles, the earthwork, except on 5 miles near Benares, and the filling in behind bridges have been practically finished. A

number of minor bridges and culverts have been built and those on the Ghazipur branch are well advanced. The well curbs for the 40-foot girder bridges are being placed in position. On the Ghazipur branch, the well sinking of the Ganji bridge, 5 spans of 40 feet, is well advanced. At the Gumti bridge, 13 spans of 100 feet, the well curbs are at site and several of them have been placed in position and masonry on them has been started. The platelaying has been finished as far as Aunrihar Junction, and will, it is expected, be completed to within 5 miles of Benares and also to Ghazipur before the rains set in. It is proposed to open the line to Benares and Ghazipnr for traffic in 1899.

On the Ballia division, 64·52 miles, the earthwork has nearly been finished, except the filling in behind bridges. A number of bridges are in progress and well sinking has been commenced on the Basnai nulla bridge, 5 spans of 40 feet. The platelaying has been finished to Rasra station and will probably reach Ballia by the end of April and the banks of the Gogra river before the rains set in. It is expected that the whole division will be opened for traffic in 1899.

Brick making for the Gogra bridge at Turtipur, 18 spans of 200 feet, is in progress, and the houses for the construction staff are under erection. The well curbs and plant required from England have been indented for, and it is expected a beginning will be made with the well sinking immediately after next rains. The temporary bridge at Turtipur was finished and opened for the use of construction trains on the 4th February 1898. The bridge will be dismantled by the end of May 1898 and re-erected after the rains to afford through connection with the Ganges-Gogra Doab lines.

The S. S. "Benares" has undergone her trial trip and promises to give satisfaction. Two barges and two landing stages have been erected at Sonepore and will be launched as soon as the Ganges rises.

Tirhoot section.

On the open line, good progress has been made with the raising of the bank and bridges from mile 8 to 17½ on the main line between Barownie and Bachhwara (Begum Sarai), and the work is expected to be finished before the next rains.

Hajeepore-Katihar extension—161 miles.

On the Hajeepore division the earthwork from Hajeepore to Shahpur Pathoree, a distance of 22 miles, is nearly finished. Sleepers and rails have been received, and a beginning will be made with the platelaying from Hajeepore as soon as possible.

On the Mansi division, the earthwork for the first 14 miles from Garhara eastward has been finished, and from mile 14 to Khagaria, a distance of about 19 miles, the work is in hand and about 6 miles have been finished. To the east of Khagaria, another 10 miles as far as Moheskhunt are almost finished and work is being pushed on vigorously. Sleepers and rails have been received, and a beginning will be made with the platelaying from Garhara as soon as possible.

On the Kosi bridge division, the earthwork on 10 miles has been nearly finished.

Segowlie-Raksaul Railway (metre gauge).

37. The earthwork, bridgework and platelaying of this railway, 18 miles in length, are nearing completion.

The major bridges consist of the Sikrana bridge, 9 spans of 80 feet, founded on wells sunk 60 feet below the bed of the river, the Sikrana spill opening, 20 spans of 12-foot arches, and the Tellaway bridge of 5 spans of 40-foot girders.

Southern Maharatta Railway system (metre gauge).

38. All the home and distant signals on the system have been altered to show red and green lights and are fitted with Saxby and Farmer's balanced arms. Crossing stations have been constructed and opened at Tavargatti (between Alnávar and Nágargáli), Chinchli (between Raibag and Kudchi) and Saswad (between Ghorpuri and Phursangi). Those at Ginigera (between Khopbal and Munirabad) and Kusugal (between Hubli and Dundúr) are ready, but owing to slackness of traffic, due to the plague, their opening has been deferred. The goods station at the Kistna Canal and the siding leading thereto are nearly ready for opening. The scheme for inter-locking the signals

that protect the crossings leading out of Poona Junction is being carried out by the Great Indian Peninsula railway.

Mysore section.

The works in connection with the remodelling of the station yard at Bangalore City have been practically completed. An institute has been provided at this station for the use of the joint staff of the Southern Mahratta and Madras railways. Estimates have been submitted for a new bridge over the Mallur river (mile 246-12) in place of that washed away last September, and sanction has been received to the construction of a new station building and the remodelling of the existing yard at Mysore, and work is about to be started.

Mysore-Nanjangúd Railway (metre gauge).

39. The earthwork and bridges on the extension from Nanjangúd railway station to a point half a mile nearer the town of Nanjangúd have been completed, and the laying of permanent-way and ballast nearly finished. It is expected that the extension will be ready for opening by the end of June 1898.

Birur-Shimoga Railway (metre gauge).

40. Work on this branch, 37·68 miles in length, from Birur, on the Mysore section of the Southern Mahratta railway, to Shimoga has been in progress throughout the year, and it is expected to be opened for traffic by the 31st December 1898.

South Indian Railway (metre gauge).

41. During the year, $6\frac{5}{8}$ miles of 40 lb permanent-way were relaid with 50 lb bull-headed steel rails, making the total length so relaid $444\frac{7}{8}$ miles. A new station is being constructed at Gudur.

Máyavaram-Mutupet Railway (metre gauge).

42. The re-arrangement of the Peralam station, to accommodate the traffic of the Káraikkal-Peralam railway, has been practically completed.

Káraikkal-Peralam Railway (metre gauge).

43. This railway, 14·45 miles in length, was opened for passenger traffic on the 14th March 1898, and is being worked under agreement by the South Indian Railway Company on behalf of the French Government.

Assam-Bengal Railway (metre gauge).

44. The total sanctioned length of this railway, which will extend from Chittagong to Makum with branches from Láksám to Chandpur, Badarpur to Silchar, and Lumding to Gauháti, is 742·20 miles, of which the main line from Chittagong to Badarpur, 254·28 miles, the branch from Láksám to Chandpur, 31·62 miles, and 74·73 miles of the Gauháti-Lumding section from Gauháti to Jamuna Mukh, a total length of 360·63 miles, were open for traffic at the close of the previous year, a length of 381·57 miles remaining to be finished. On the 12th June 1897, a severe earthquake seriously damaged the open line, as also certain sections under construction, and rendered necessary the closing of 127 miles of the main line from Akhaura to Badarpur and the Gauháti-Jamuna Mukh section. As the main line from Akhaura to Badarpur was re-opened in sections between the 20th July and 18th October 1897, the total length of line open for traffic on the 31st March 1898 was 285·90 miles.

The following paragraphs detail the progress of work on the railway during the year under review:

Section I, from Chittagong to Badarpur with branches—304·52 miles.

On section I, the repairs to earthwork and bridging rendered necessary by the earthquake are in progress on the 144 miles north of Akhaura station. On the Silchar branch, the bridges were seriously damaged and some of them have to be entirely rebuilt on new sites. The fencing of the line is in progress, and 90 miles have been completed. Repairs to stations and buildings

damaged by the earthquake are in progress. Some of the materials were received for the 360-foot jetty to be constructed at Chittagong, and arrangements were in hand for starting the work. The head office buildings, the Chittagong station, and quarters for the permanent staff, workshops, and store buildings were put in hand. It is anticipated that, with the exception of some buildings and ballasting, all the work on this section will be completed by the 1st January 1899.

Section II, Badarpur to Lumding—112·00 miles.

The damage to section II by the earthquake was not serious, although it increased some of the difficulties of the work in some of the tunnels. The heading of the Mahur Saddle tunnel, which is 1,400 feet long and is regarded as the most formidable work on the whole line, has been driven about 300 feet from the north end and about 80 feet from the south. The north span of 224 feet of the Barak bridge has been erected, and the work of erection on the centre span of 276 feet and the south span of 250 feet are in progress. The bridge is expected to be completed this season. The large bridges are generally in hand on the 8th division, but a commencement has not been made with those on the other divisions owing to difficulties of transport. Rails have been laid to tunnel No. 1, and when railhead reaches Kayeng (mile 278 from Chittagong), which point it is expected will be reached by the 1st November 1898, the transport difficulties will be lessened. It is expected that this section will be opened throughout by June 1901.

Section III, Lumding to Makum and Lumding-Gauhati branch,—325 98 miles.

The length from Gauháti to Jamuna Mukh was closed on account of the damage it sustained by the earthquake. Repairs of the damages to the earthwork, bridgework, stations and buildings, and staff quarters, etc., are in progress. It was found necessary to build an entirely new bridge over the Titamari river on a new site, and to pull down and rebuild two piers of the Kopili bridge, and these works are in hand.

On some of the divisions, good progress has been made with the earthwork, and, except on the 15th division, bridgework is generally in hand. The survey of the 18th division from near Nazira (mile 514) to the crossing of the river Disang near Daraingaon was commenced in January 1898. From Daraingaon alternative surveys are to be made: one to effect a junction with the Dibru-Sadiya railway at Makum, and the other to connect with the same line at Margherita. The line from Gauháti to Lanka is expected to be opened by the 1st January 1899, and to the Desang river by the end of 1900.

Burma Railways (metre gauge).

Open line.

45. On the open line, 3·70 miles on the Prome section and 13·86 miles on the main line, between Rangoon and Toungoo, were relaid with 50 lb steel rails.

The doubling of the line at Nahakaung Junction has been completed, and opening sanctioned on the 27th May 1897. The new overbridge at Pazundaung has been completed and will be opened for traffic shortly.

The Katha station building, which was burnt down in May 1897, has been rebuilt.

The waterway at the Bobin Choung bridge, and at bridge No. 122, at the north end of the Pyuntaza station, has been increased, and the protective work at the The Choung gorge completed.

The Kanta Choung bridge is being raised three feet, increased waterway is being provided at bridges Nos. 18, 33 and 64, and new bridges are being put in at miles 86-6, 121-17, and 427-10. The south pier of the Youbin Choung bridge is being rebuilt and the spans re-arranged.

Mu Valley section.

The Mohnyin-Mogaung section, 52·34 miles, which had previously been worked for goods traffic, was opened for passenger traffic on the 16th July 1897, and the Mogaung-Myitkyina section, 37 miles, was opened for goods traffic on the 1st January 1898.

The important bridges over the Mogaung, Namti, Namkwi, and Namkyin Choungs are expected to be completed by December 1898.

Mandalay-Kunlon section.

Work was in progress in April 1897 on the first four divisions of the railway (up to mile 200), but in August, owing to the delay caused by the suspension of work at the Gokteik gorge, it was not considered advisable to carry on works too far ahead and the fourth division was abolished, construction being restricted to the length between Myohaung and Lashio (180 miles). In July 1897, orders were received from the Government of India to restrict expenditure as far as possible. This restriction was removed in January 1898, and since then every effort has been made to push all works as rapidly as possible. Fair progress has been made throughout, and by the end of the current working season the formation between Myohaung and Thibaw will be practically completed, with the exception of the gap of 6½ miles at the Gokteik gorge. The formation between Thibaw and Lashio will also be nearly completed. Beyond the gorge, all the bricks that will be required have been manufactured, and work started on one major and on some 50 minor bridges.

The bridging on the first two divisions, up to Nammaw station, mile 73, was in hand and will be completed before the rainy season begins. The first section of the railway from Myohaung to Sèdaw, 13 miles, has been worked for goods traffic since the 1st January 1898.

The difficulty experienced last year in getting labour for the rock cuttings and tunnels has been overcome by training the Burmans to do it by piece work, and it has not been necessary to import any labour from India this season.

The Salween survey division party completed 13 miles of survey at the most difficult portion of the Salween gorge and a reconnaissance map of the river to Kunlon, when it was recalled in April to carry out the realignment at the Gokteik gorge.

Rohilkund and Kumaon Railway, including the Lucknow-Bareilly section (metre gauge).

Lucknow-Bareilly section.

46. Some of the works at Aishbagh and Daliganj remaining to be completed have been finished, and the approach roads and girder bridges in connection with the level crossings project at Lucknow, completed.

Company's section.

Wire for fencing 10 miles of the line between Lálkua and Haldwáni has been received, and stone posts are being delivered.

Bengal Dooars Railway (metre gauge).

Open line.

47. Repairs have been carried out to the banks which were damaged by the earthquake of the 12th June 1897, and the work of fully ballasting the line will await the settlement of the newly repaired banks.

Dibru-Sadiya Railway (metre gauge).

48. The re-construction of the Sessa and Digboi bridges has been completed, and that of the Borbil bridge is in hand. Work is in progress on the new goods shed at Tinsukia and on the engine shed at the workshops.

Nílgiri Railway (metre gauge).

49. All earthwork, masonry, culverts, tunnels and buildings have practically been finished, and seven miles of the rack-platelaying have been completed, leaving 5 miles to be done; the progress in rack-platelaying is extremely slow, as it requires to be done with great accuracy. The girder erection of the bridges has been carried out telescopically, *i.e.* it has been deferred until each bridge was reached by rail head. Out of 85 spans, 58 have been completed, leaving 27 to be erected.

Four rack locomotives have arrived and are at work. The whole of the coaching and goods stock has arrived and is on the road.

Jodhpore-Bickaneer Railway system (metre gauge).

Bickaneer-Lankaransar section, Bickaneer-Bhatinda extension.

50. The line from Bickaneer to Khari, 41·67 miles, has practically been completed and is expected to be opened shortly. The rock cutting near the Khari quarry station only remains to be finished.

The further extension from Khari to Lankaransar, 8·90 miles, on which there will be no works of importance, was sanctioned at the close of 1897, and sixty per cent. of the earthwork has been completed. It is expected that the Khari-Lankaransar section will be ready for opening by the end of 1898.

Shadipalli-Balotra railway, Native state section.

On the Jodhpore section of the Shadipalli-Bálotra railway, earthwork on the banks has been practically completed, except on the last 9 miles, and the larger cuttings are more than half finished. Station buildings and staff quarters are in progress, and permanent-way materials for the whole line have been ordered. Ballast is being collected in places, and the whole section is expected to be ready for opening early in 1899.

Shadipalli-Bálotra Railway, British section (metre gauge).

51. The project for this railway, which will extend from Hyderabad (Sind) to the Jodhpore frontier, 126·51 miles, includes the conversion of the existing standard gauge line between Shadipalli and Rahoki Junction, 48·75 miles, to the metre gauge, and the provision of a separate metre gauge track between Rahoki Junction and Hyderabad (Sind), 6·50 miles. Earthwork has been started, and bricks for the principal bridges have been manufactured.

Oodeypore-Chitor Railway (metre gauge).

Open line.

52. On the open line, the re-construction of the bridges over the Sunwar and Mauli nullas has been completed.

Debari Oodeypore extension.

In January 1898, the construction of an extension of the railway from Debari to the Ahr bridge, near the capital of Oodeypore, a length of 6·44 miles, was undertaken by the Native state of Meywar, and it is expected that the extension will be completed by the close of the year 1898.

Bhávnagar-Gondal-Jundgad-Porbandar Railway, including the Jetalsar-Rájkot and Jámnagar Railways (metre gauge).

53. Several works have been carried out at certain junction stations, and the Und bridge on the Jámnagar railway completed. Additions and alterations at Bhávnagar terminus, on the Jetalsar section, at Bhávnagar Párá and Rájkot Junction, including the ballasting of the Jámnagar railway which was opened for traffic on the 8th April 1897, are in progress.

Dhrángadrá Railway (metre gauge).

54. A railway, 21 miles in length, connecting Dhrángadrá with Wadhwán Junction, was sanctioned during the year for construction at the cost of the Native state of Dhrángadrá. Half the earthwork has been completed, the bridges are well in hand, and the station buildings and staff quarters are in progress. Permanent-way materials have been arranged for, and it is expected that the line will shortly be ready for opening for traffic. The construction is being carried out by the Bhávnagar-Gondal-Junágad-Porbandar railway administration, by whom the line will be worked when open.

Darjeeling-Himalayan Railway (2′ 0″ gauge).

55. The new station buildings at Kurseong have been completed, and the works in connection with the new running shed at Tindhária and certain staff quarters at that station, and at Darjeeling, are in progress.

Bársi Light Railway (2′6″ gauge).

56. In December 1897, the terms for the construction of the Bársi Road-Pandharpur extension, a length of about 33 miles, were accepted by the Bársi Light Railway Company, and orders have been issued for the preparation of the complete project and estimates for the extension. The earthwork has been thrown up by the Local Government as a measure of famine relief.

Gwalior-Sipri Railway (2' 0" gauge).

57. Sanction to the construction of this railway, from Gwalior to Sipri, the summer capital of the Maharaja Sindia, a length of 72·93 miles, at the cost of the Durbar, was accorded in March 1897; the earthwork had been commenced during the previous month as a measure of famine relief. The track will, for the most part, be laid on the berm of the Agra-Bombay Grand Trunk road, but a new alignment is necessitated at the ghâts. The rise from Gwalior to Sipri is about 1,000 feet. The ruling grade is 1 in 60, but a short length of 1 in 40 has been necessary to avoid heavy outlay. The permanent-way will be laid with 30 lb. steel rails and 41 lb. steel sleepers.

The construction of the line is well advanced, and it is expected that rails will be laid from Gwalior to Mahona, mile 30, by the end of 1898 and to Sipri by March 1899.

CHAPTER III.

Lines under survey or projected.

The following paragraphs furnish brief particulars of surveys carried out during the official year ending with the 31st March 1898, and various other projects put forward :

East Indian Railway (standard gauge).

Burdwan-Howrah Chord. Quadrupling between Sitarampur and Howrah.

2. A reconnaissance has been carried out for a chord line, about 58 miles in length, from Burdwan to Howrah, and the report and estimates are under preparation. The country is easy throughout. An investigation is also being made of the cost of quadrupling the line between Sitarámpur and Howrah, 137¾ miles.

Shikohabad-Farukhabad branch.

As stated in the previous report, the project for a branch line from Shikohabad station, on the East Indian railway, to Farukhabad, on the Cawnpore-Achnera section of the Rajputana-Malwa railway, has been further investigated, and the revised estimates submitted and considered.

The country traversed is flat and for the most part irrigated by canals. It is proposed to cross the Kali Nadi, the only river of importance, by a bridge of 10 spans of 60 feet.

The estimate, as corrected, amounts in round figures to Rs. 45,20,000, being at the rate of Rs. 68,485 per mile for a length of about 66 miles and makes provision for rolling-stock at the rate of Rs. 10,000 per mile.

Baran-Daltonganj branch.

A survey has been completed for a line, 82½ miles in length, from Bárán, on the Moghal Sarai-Gya extension, under construction, *viá* the east bank of the Soane river, to Daltonganj.

Burdwan-Cutwa and Hooghly-Cutwa branches.

Of the two branches from Burdwan to Cutwa and from Hooghly to Cutwa, referred to in the previous report, a revised estimate has been received for the one from Burdwan to Cutwa, 34 miles in length. The revised estimate submitted, which amounts to Rs. 27,15,000, or Rs. 79,853 per mile, and includes the provision of Rs. 10,000 per mile for rolling-stock, is considered susceptible of being reduced to about Rs. 22,56,000 or Rs. 66,353 per mile. Further estimates of the traffic prospects of the proposed branch have been called for.

Bhágalpur-Bausi-Baidyanáth Railway (standard gauge).

3. The re-survey and further investigations for a railway from Bhágalpur, on the loop line of the East Indian railway, *viá* Bausi to Baidyanáth, on the chord line, a distance of 69 miles, which was referred to in the previous report, has been carried out.

For the Bhágalpur-Bausi section, detailed plans and estimates amounting to Rs. 22,23,000 or Rs. 70,571 per mile, for a length of 31½ miles, have been received. The estimate excludes the cost of rolling-stock and junction works at Bhágalpur, which will probably amount to Rs. 3,62,000. The country on this section is easy and presents no engineering difficulties.

On the section from Bausi to Baidyanáth, 37½ miles, the country is difficult and will necessitate some heavy work. This section is estimated to cost Rs. 39,40,000 or Rs. 1,05,067 per mile, excluding rolling-stock and junction works at Baidyanáth, which will probably cost Rs. 4,20,500.

Agra-Delhi Chord Line (standard gauge.)

4. The detailed project for this line, which was referred to in the previous report, has been submitted. The estimate amounts to Rs. 90,76,000 for a length of 121 miles, being at the rate of Rs. 75,008 per mile.

Bengal Central Railway (standard gauge).

Improved facilities for goods traffic at Calcutta.

5. A survey is in progress for investigating the possibility of improving the facilities now existing for dealing with the goods traffic at Calcutta.

Bongong-Kotchandpur railway survey.

A survey is in progress for a line from Bongong to Kotchandpur.

Singia-Madaripur-Chandpur Railway (standard gauge).

6. The estimates for this proposed connection between the Assam-Bengal railway and the Bengal Central railway, which was referred to in the last report, have been submitted.

The line would be 82 miles in length and is estimated to cost Rs. 1,92,66,000, being at the rate of Rs. 2,34,951 per mile.

The estimated cost by sections is as follows:

	Length. Miles.	Total cost. Rs.	Cost per mile. Rs.
Singia to Madaripur . . .	63¼	1,23,47,000	1,95,209
Madaripur to Behdarganj . .	18¾	69,19,000	3,69,013

Bengal-Nágpur Railway (standard gauge).

Midnapore-Jherriah and Ranchi Plateau surveys.

7. The report on the reconnaissance of the Midnapore-Múrúlia section shows that a railway, 104 miles in length, *viâ* Bishenpur and Bankura would approximately cost Rs. 1,09,19,000 or about Rs. 1,05,000 per mile, and the following surveys are in progress:

(*a*) the location survey for a standard gauge railway from near Midnapore through Bankura, Khorbuna and Adra to the Jherriah Coal-fields, and from Khorbuna to Chatatand, a distance in all of 167 miles;

(*b*) a detailed survey for a standard gauge line from Chatatand, on the Adra-Jherriah alignment, to some point on the proposed Palamow-Sini line, a length of 115 miles, and a reconnaissance for a 2-foot gauge line from Tori to Aringi *viâ* Lohardugga with a branch to Ranchi, 80 miles.

Satpura railway survey.

A survey is also in progress for a line from Gondia, on the Bengal-Nágpur railway, to Jubbulpore, with branches to Mandla on the east and to Seoni and Chindwara on the west, a total length of about 220 miles. The survey is being carried out as for a 2-foot gauge railway, but such parts of the alignment as would require to be altered for a standard gauge line are to be noted and the probable alternative route for a standard gauge line indicated.

Indian Midland Railway (standard gauge).

Harpalpur-Rath and Harpalpaur-Nowgong railways (2'-0" gauge).

8. The plans and estimates for a light railway from Harpálpur station, on the Jhánsi-Mánikpur section, to Rath on the north, a distance of 25¾ miles, and to Nowgong on the south, a distance of 19¼ miles, have been submitted. The estimates provide for 2-foot gauge lines laid on timber (sâl) sleepers as follows:

(i) from Harpálpur to Rath, 25¾ miles in length, Rs. 3,66,000, being at the rate of Rs. 14,214 per mile;

(ii) from Harpálpur to Nowgong, 19¼ miles in length, Rs. 2,98,000, being at the rate of Rs. 15,481 per mile.

The total for both lines is Rs. 6,64,000 or Rs. 14,756 per mile, and includes provision for rolling-stock at the rate of Rs. 1,900 per mile.

If steel sleepers are used, the cost per mile will be increased by Rs. 2,780.

North Western State Railway system (standard gauge).

Sukkur-Shikarpur-Naundero survey.

9. The revision of the survey for a diversion of the main line from Sukkur to Shikárpur, and from Shikárpur to a point near Naundero, a distance of about 45 miles, has nearly been completed.

Ludhiana-Ferozepore railway survey.

The survey of a railway from Ludhiána to Ferozepore, 76 miles, which was carried out in 1893-94, was revised during the year, and the alignment was set out and side widths marked off, so that, if necessary, the earthwork could be put in hand as a famine relief work.

Nowshera-Dargai survey.

The field work of the survey of a 2-foot gauge railway from Nowshera to Dargai, a distance of about 42 miles, has been completed and the project is under preparation.

Jullundur-Hoshiarpur branch.

The estimate for the construction of a branch from Jullundur to Hoshiarpur amounts to Rs. 11,91,000 or Rs. 49,667 per mile, for a length of about 24 miles, but including the provision for rolling-stock, it is considered that it may be necessary to increase this estimate to Rs. 16,87,000 or Rs. 70,292 per mile.

Jullundur-Kapurthala branch.

The estimate for the construction of a branch from Jullundur to Kapurthala amounts to Rs. 6,03,000 or Rs. 46,385 per mile, for a length of 13 miles.

Southern Punjab (Delhi Samásata) Railway (standard gauge).

Narwana-Kaithal branch.

10. The final location survey of a branch from Narwana, on the main line, to Kaithal, in the Karnál district, 25 miles in length, is in progress.

Ludhiána-Dhuri-Jakhal Railway (standard gauge).

11. This line, which has been surveyed, starts from Ludhiána, on the North Western State railway, and runs *viâ* Dhuri, on the Rajpura-Bhátinda railway, to Jakhal, on the Southern Punjab railway, a length of 80¼ miles. The report shows the alignment as passing through a populous and well cultivated tract of country which is, as a rule, flat but interspersed with sand hills. The streams crossed are few and small, and easy curves have been obtained. The ruling grade on the Ludhiána-Dhuri section is 1 in 250, and on the Dhuri-Jakhal section, 1 in 500. The approximate estimate amounts to Rs. 42,78,000, being at the rate of Rs. 53,262 per mile.

Eastern Bengal State Railway (standard, metre, and special gauges).

Teesta-Dhubri-Gauhati survey (metre gauge).

12. The survey from Mogalhát to Dhubri has been completed. The survey work of the further extension proposed from Dhubri to Gauháti was resumed in November 1897, and up to the 31st March 1898 the progress was as follows: the country for both northern and southern routes has been reconnoitred and levels taken. For the southern route, a line of levels has been run from Gouripur on the Mogalhát-Dhubri alignment to meet the northern route at Changsharee, about 8 miles north of Gauháti. The length of this line is about 110 miles, or a total length of 115 miles to the Pandoo ferry, of which about 100 miles have been surveyed. The greater part of this route of 110 miles, east of Monas, runs through country which is heavily flooded each year, and over which water lies in depths varying from 2 to 7 feet for about 3 months in the year. The northern route continues to Bijni, Bhowanipore, Raipur, Nalbari and Rangia, and then descends southwards to the Pandoo ferry, a total distance of about 94 miles, of which a detailed survey of about 80 miles has been completed. The total distance to Gauháti by this route, which passes through well cultivated and well populated country free from heavy floods, would be about 99 miles. In addition to the above, two connecting lines of levels between the northern and southern routes, aggregating 30 miles in length have been run.

Cossipur extension (standard gauge).

The survey of a proposed line, $5\frac{3}{4}$ miles in length, from a point on the Eastern Bengal State railway midway between Belghurriah and Dum-Dum Junction to the river Hooghly at Cossipur, is in hand.

Shikarpur-Munshiganj branch (metre gauge).

A reconnaissance survey has been made of a line, 40 miles in length, from Shikárpur on the left bank of the Pudma, nearly opposite Faridpur to Munshiganj, on the right bank of the Dhallessari, about 6 miles south-east of Náráyanganj.

Chooadangah-Esubpur branch (standard gauge).

Arrangements have been made for a survey from Chooadangah, on the Eastern section of the Eastern Bengal State railway, to the Seebnagar ferry on the right bank of the Ganges opposite Esubpur, a distance of 50 miles.

Kissengunge-Kotchandpur-Magura branch (2′ 6″ gauge).

The survey for a branch, which will extend from Shibnibash (Kissengunge Bazar) *viâ* Kotchandpur to Magura, a distance of $51\frac{1}{4}$ miles, has been completed. The report shows the alignment as passing mostly through low land which is practically flooded during the rains, and a large amount of waterway has, therefore, been provided, although no rivers of importance are crossed. The largest bridge, over the Bhairab or Cobaduk river, will consist of two spans of 60 and two of 40-foot girders. The country is densely populated and under cultivation, the chief products being paddy, indigo and jute. The estimate, which has been prepared for a line on the 2′ 6″ gauge, amounts to Rs. 13,71,000, being at the rate of Rs. 26,751 per mile, and it is considered that with increased provision for "Land" and "Rolling-stock," and possible reductions under certain other heads, the branch could be constructed for this amount on the 2-foot gauge.

Ganges bridge at Godagiri and connected lines.

The survey of the Ganges river between Dámukdia and Godagiri with a view to obtaining a site for a bridge, referred to in the previous report, was continued, and borings are being taken at Godagiri. Surveys of the proposed lines from Saidpur to Titalya and from Rampore Beaulia to Katibár are deferred pending a decision as to the site of the bridge.

Raipur-Vizianagram Railway Survey (standard gauge).

13. Survey operations for the investigation of the country between Raipur, on the Bengal-Nágpur railway, and Vizianagram, on the East Coast State railway, had been carried out to a certain extent during the years 1883-85, but the project has been in abeyance until this year, when arrangements were made for a further examination of the alignment.

The report on the survey has been submitted, and gives the length from Raipur to Vizianagram as 304 miles. The alignment is described as crossing only two rivers of any considerable size, and it is anticipated that the Eastern Ghâts, which alone present any obstacle of importance, may be negotiated with a ruling grade of 1 in 100 without encountering great difficulties.

The extremely unhealthy climate and the conditions under which the survey has had to be carried out in a part of the country where supplies are obtained with difficulty, have told severely on the staff, who suffered so much from fever and dysentery, that the work of surveying the Eastern section has not received the attention which would otherwise have been bestowed on it, and the alignment will, in places, require some further investigation.

Great Indian Peninsula Railway (standard gauge).

Chalisgaon-Dhulia branch.

14. The survey of a branch from Chálisgaon to Dhulia, which was referred to in the previous report, has been completed. The branch, which will be $37\frac{1}{4}$ miles in length, is estimated to cost Rs. 36,26,000.

Petlád-Cambay Railway (standard gauge).

15. The survey for a line of railway from Petlád, on the Gaekwar's Petlád railway, to Cambay, a distance of about 19 miles, has been carried out

at the cost of the Cambay Durbar, and plans and estimates have been prepared for submission.

Bombay-Sind Connection Survey (standard gauge).

16. In November 1897, orders were issued for the survey of a line of railway between Moghul Bhin in Sind and Bhúj in Cutch, crossing the Khori Creek at Lakhpat in Cutch.

The survey of the line, which is approximately 130 miles in length, was started in December, the work being divided up between two parties.

By the end of March 1898, the first party completed the location of the line between Moghul Bhin and the Khori Creek, including about 22 miles of cross sectioning in the great Runn of Cutch.

The second party, working from Lakhpat, fixed the alignment as far as Bhúj and completed a detailed survey of the Khori Creek including an examination of the Runn country extending to the head of the Creek.

Madras Railway (standard gauge).

17. In connection with the revision of the alignment of the Calicut-Cannanore extension, referred to in Chapter II, a survey has been nearly completed for a line 4½ miles in length beyond Cannanore to Baliapatam.

Cannanore-Baliapatam extension.

Shoranur-Cochin Railway (standard gauge).

18. The final location of this railway, which will be about 73 miles in length, has been started.

Bengal and North Western Railway system (metre gauge).

19. A survey has been carried out for an extension of the Salímpur-Barhaj branch of the Company's section from Barhaj to the Rapti river, about 3 miles in length.

Barhaj-Rapti extension.

The survey of an extension of the Ganges-Gogra-Doab lines from Azamgarh to Shahganj, 33 miles, has been completed, and the plans and estimates are under preparation.

Azamgarh-Shahganj extension.

The plans and estimates for a proposed branch of the Tirhoot section, from Sakri to Jainagar, 29 miles, are under preparation. The major part of the earthwork has been thrown up as a famine relief work and land acquired.

Sakri-Jainagar branch.

The plans and estimates for a line from Bairagnia *viâ* Shikárpur to the Gundak river near Bagaha, 85 miles, with an extension of the Bairagnia branch of the Tirhoot section to Bettiah, 28 miles, are under preparation. A small portion of earthwork has been thrown up between Bettiah and the Gundak river, near Bagaha, as a famine relief work, the land has been acquired, and boundary stones for the first 9 miles have been erected.

Bairagnia-Bettiah-Bagaha extension.

Mansi-Bháptiáhi Railway (metre gauge).

20. The survey for this railway from Mansi, on the north bank of the Ganges opposite Monghyr, to Bháptiáhi, on the Tirhoot State railway, with a branch to Murligunj, a total distance of 80 miles, has been completed on behalf of a private company, and the plans and estimates are ready for submission.

Rewári-Phulera Chord Line Survey (metre gauge).

21. The field work of the survey of a chord line to the Rajputana-Malwa railway from Rewári to Phulera with a branch to Kuchámán Road, which is the junction between the Jodhpore railway and the Sámbhar branch of the Rajputana-Malwa railway, has been completed.

The report shows the alignment between Rewári and Narnaul as passing through easy country with some outcrops of rocky hills, between which a line has

been selected passing close to the Khond state quarries. From Narnaul to Madhopur the ground is exceedingly broken and hilly, and it was difficult to find a line with easy grades which did not involve heavy banks and cuttings. The branch line to Kuchâman Road takes off from Madhopur, and the ground on this section is very undulating with a general fall or rise of 1 in 200, and there has been some difficulty in securing a minimum gradient of 1 in 150.

The length of line located between Rewâri and Kuchâman Road is 134¼ miles, and between Rewâri and Phulera, 133 miles.

The general nature of the soil is light and sandy. As excellent stone and ballast and good kunker and stone lime is procurable, it is considered that the line should be cheaply constructed.

Sábarmati-Dholka Railway (gauge undecided).

22. The survey for this railway has been completed, and the report shows that the country between Sábarmati and Dholka is an undulating plain of light sandy soil interspersed with cotton soil and low-lying land, thickly populated, and well cultivated. Estimates have been submitted for:

No. 1—a metre gauge line, 31¾ miles in length, from Dholka to Sirkhej *viâ* Bawla and thence direct to Sábarmati Junction, costing Rs. 11,72,000, being at the rate of Rs. 36,913 per mile;

No. 2—an alternative metre gauge line, 33½ miles in length, which starts from Dholka, follows the same alignment as far as Sirkhej, runs direct to the Ellis bridge at Ahmedabad and thence along the west bank of the Sábarmati river to Sábarmati Junction, costing Rs. 11,98,000, being at the rate of Rs. 35,761 per mile;

No. 3—a standard gauge line by route No. 1 costing Rs. 18,53,000, which works out to a mileage rate of Rs. 58,362.

Arsekere-Hassan-Mangalore Railway (metre gauge).

23. The question of the further investigation of possible alternative routes for the descent of the Western Ghâts, in connection with the projected through line from Arsekere to Mangalore, referred to in the previous report, is under the consideration of the Mysore Durbar.

South Indian Railway (metre gauge).

Negapatam-Nagore extension.

24. The estimate prepared for a proposed extension of the South Indian railway from Negapatam to Nagore, a length of about 4¾ miles, which was referred to in the previous report, amounts to Rs. 2,61,000 or Rs. 54,917 per mile, but the estimate is considered susceptible of some reductions. The traffic prospects of the extension are under enquiry.

Nanjangúd-Erode Railway Survey (metre gauge).

25. Orders have issued for the survey of a line to leave the South Indian railway at Erode station and to run in a north-westerly direction to Nanjangúd, crossing the Bhavani river at Satyamangalam, a distance of about 110 miles.

Tinnevelly-Quilon Railway (metre gauge).

26. A survey for this projected railway from Tinnevelly, on the South Indian railway, to Quilon, in the Native state of Travancore, was carried out in 1895, and an estimate amounting to Rs. 1,01,62,000 submitted for a line by the northern route *viâ* the Arainkavu Pass, a distance of 103½ miles, of which 45 miles lie in British territory and 58½ miles in the Native state of Travancore. The question of the possible adoption of the southern route *viâ* the Ambroli Pass and Trivandrum, which is said to possess greater advantages than the northern route *viâ* the Arainkavu Pass, is under consideration.

Burma Railways (metre gauge).

Sagaing-Monywa-Alon branch.

27. The plans and estimates for a proposed branch of the Burma railways from Sagaing *viâ* Mônywa to Alôn have been submitted and considered. The line runs from Ywataung, a station 3 miles north of Sagaing *viâ* Mônywa to Alôn, and will be about 71 miles in length. The report shows the line as running for the first 30 miles from Ywataung to Wunbye, at a distance of about 5 miles from the right bank of the Irrawaddy river. For the next 30 miles the line proceeds in a north-westerly direction to the Chindwin, and for the last 11 miles runs at about a mile distant from the left bank of the river up to the terminus at Alôn. The line will be an easy one with light banks and cuttings. The ruling grade is 1 in 150 and the sharpest curve has a radius of 1,432 feet. The only bridges of importance are those over the Mu river, consisting of 4 spans of 100 feet and 10 spans of 40 feet, and the Obadoung Choung, 1 span of 60 feet and 6 spans of 40 feet iron girders.

The estimate, as corrected, amounts to Rs. 39,95,000, being at the rate of Rs. 53,624 per mile and includes the cost of a river siding, 3½ miles long, to the Irrawaddy at Myinmu and an increased provision for rolling-stock.

Thibaw-Mone survey.

A length of 50 miles of the proposed extension from Thibaw to Moné has been located southwards from Thibaw, and preliminary surveys and reconnaissance work completed as far as Keshi-Mansam, mile 85.

Meiktila-Myingyan branch.

The project for the extension of the existing Thazi-Meiktila branch of the Burma railways to Myingyan was submitted and considered during the year. The line will start from the present terminus at Meiktila, and the report shows that it almost immediately crosses the principal inflow to the Meiktila lake, which drains an area of about 200 square miles; the line then curves to the right up a valley to the head of a ridge which it crosses before entering the station of Yaygyo, and then descends to an important stream called the Thimboung Choung. At a mile beyond Mahlaing the summit of the line is reached, 957 feet above mean sea level, from which point the descent of the Irrawaddy river commences and fairly good country is met up to Yônzin station. From Yônzin to Kyaukkyaw the line keeps close to the road and runs down an almost continuous grade of 1 in 100, compensated for curves, to the crossing of the Toungtha Choung, beyond which point to Myingyan the country is fairly level and presents no difficulties. The steepest gradient made use of is 1 per cent. on the straight. Owing to the nature of the country the heaviest grades are against the probable traffic, and the descent to the Irrawaddy valley being very sharp, compensation has been made for curves on all grades of 1 in 100. The earthwork is heavy, but the cuttings, which are mostly in soft sand stone, are easy, and the bridging is comparatively light. The principal waterways are the inflow to the Meiktila lake and the Thimboung and Toungtha Choungs which it is proposed to span with bridges of 3 spans of 40 feet, 3 spans of 60 feet, and 2 spans of 100 feet respectively.

The estimate, as corrected, amounts to Rs. 36,14,000 for a length of 57¾ miles, being at the rate of Rs. 62,580 per mile. About 80 per cent. of the earthwork has been thrown up by famine labour, and a large quantity of ballast collected. The work is being measured and valued.

Thonze-Bassein-Henzada survey.

A fresh survey was started for a line from Bassein *viâ* Henzada to Thônzé, on the Irrawaddy section of the Burma railways, and good progress has been made. It is expected that the survey of the section from Bassein to Henzada, 85 miles, and from Henzada to Tharrawaddy, 20 miles, will be completed during the season.

Rohilkund and Kumaon Railway, Company's section (metre gauge).

Kichha-Kashipur extension.

28. The survey for an extension from Kichha, on the Company's section, to Kashipur, a length of 40 miles, has been completed, and the project is ready for submission.

Nílgiri Railway (metre gauge).

29. A project has been submitted for the extension of the Nílgiri railway from its present terminus at Coonoor to Ootacamund, a distance of 11½ miles.

Coonoor-Ootacamund extension.

The country traversed is intersected by a series of ridges radiating from Dodabetta (the highest point on the Nílgiris) and running more or less at right angles to the general direction from Coonoor to Ootacamund. A line similar in character to that between Méttupálaiyam and Coonoor, *viz.*, with adhesion grades not exceeding 1 in 40 interspersed with sections of rack with grades not exceeding 1 in 12½, has been set out. The total length of adhesion line will be 7¾ miles and of rack line 3¾ miles.

The cost of the extension is estimated at Rs. 18,63,000, being at the rate of Rs. 1,62,000 per mile.

Extensions of the Gaekwar's Railway (metre gauge).

30. A survey for a metre gauge line from Chausama to Bechraji Mota, 17 miles, has been carried out for the Baroda Durbar. Surveys for metre gauge lines from Pátan to Radhanpur, 43 miles, and Viramgám to Sami, 42 miles, are in progress for the Radhanpur state.

Jodhpore-Bickaneer Railway system (metre gauge).

31. A survey from Lankaransar to Suratgarh has been practically completed, and the project is under preparation.

Lankaransar-Suratgarh section, Bickaneer-Bhatinda extension.

The survey of a line, 25·13 miles in length, from Surpura *viá* Palana to Bickaneer has been carried out also.

Surpura-Bickaneer diversion.

Bhávnagar-Gondal-Junágad-Porbandar Railway (metre gauge).

32. The projects for branches from Bátad to Barwalla, 14 miles, and from Verával to Sasan, 30 miles, which were referred to in the last report, are still under consideration of the Bhávnagar and Junágad Durbars respectively.

Botad-Barwalla and Veraval-Sasan branches.

Jeypore Railway (metre gauge).

33. In 1884, a railway in Jeypore territory was advocated, but it was not until 1890 that the proposal received serious consideration. A survey was then carried out, and the cost of a line on the standard gauge, 99¼ miles in length, was estimated at Rs. 68,25,000 or Rs. 68,766 per mile.

In 1896, the Durbar intimated their willingness to undertake the proposed railway and to provide funds for its construction. The submission of formal proposals was thereupon invited. These were received, and sanction was accorded in December 1897 to the construction of a metre gauge line from Sánganer station, on the Rajputana-Malwa railway, to Sewai-Madhopur, a total length of 72¾ miles, at an estimated cost of Rs. 34,32,000 or Rs. 47,175 per mile including rolling-stock.

The general character of the country traversed is easy, and the only important works are the bridge of 30 spans of 60 feet girders over the Banas river and a heavy cutting at mile 37.

Pandharpur-Sangola Railway (2′ 6″ gauge).

34. The survey of a line from Pandharpur to Sangola, a distance of about 17 miles, has been completed, and the earthwork thrown up as a measure of famine relief.

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35. Statement No. 6 on pages 40 to 44 gives the lengths and estimated cost of the railways which have been surveyed, reconnoitred or proposed, and of sanctioned projects on which no progress has been reported or on which commencement of work has not yet been authorized. The estimated cost of each project has been taken from such information as is at present available, but the amounts will require further investigation in every case before construction is undertaken.

STATEMENT NO. 6.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
A		Miles.	Rs.	
Agra-Delhi Chord	Standard	121	90,76,000	Survey completed.
Ahmadpur-Cutwa	Standard	32	32,00,000	Surveyed in connection with the Western Bengal railway project.
Ait-Kanch	2′ 0″	9	1,14,000	Reconnoitred in 1895.
Ajmere-Kotah	Standard	150	1,12,50,000	Not surveyed.
Akhaura-Bhairab Bazar	Metre	19	15,25,000	Reconnoitred in 1897.
Ammayanáyakkanúr-Kuruvanath	,,	75	50,00,000	Not surveyed.
Amritsar-Tarn Taran-Sarhali	Standard	30	18,00,000	Reconnoitred.
Arsikere-Hassan	Metre	27	19,25,000	Surveyed in 1895-96.
Assam-Burma Connection	,,	284	3,83,00,000	Ditto.
Azímganj-Bhagwangola-Berhampore	Standard	25	48,00,000	Alternative to the Bhagwangola-Ránaghat line under survey.
Ánára-Kátrásgarh-Midnapore	,,	125	1,30,00,000	Reconnoitred. Further survey now in hand.
Azamgarh-Sháhganj	Metre	33	13,20,000	Surveyed.
B				
Baidyanáth-Nawada	Standard	75	60,00,000	Surveyed in connection with the Western Bengal railway project.
Bairagnia-Pagaha	Metre	85	34,00,000	Under survey.
Bara Kotah	Standard / Metre	42	35,96,000 / 34,88,000	Surveyed in 1895-96 and again in 1896-97 for a 2′ gauge line.
Bárán-Daltonganj	Standard	82	80,00,000	Surveyed.
Barasat-Bhaduria	2′ 6″	40	6,40,000	Surveyed by the promoters.
Bareilly-Soron	Metre	63	53,50,000	Surveyed.
Baroda-Godhra Chord	Standard	45	33,72,000	Surveyed in 1895-96.
Bársi Town-Latur	2′ 6″	68	34,00,000	Not surveyed.
Begamsarai-Rowsara	Metre	14	5,04,000	Ditto.
Berhampore-Gopálpur	Standard	9	6,30,000	Ditto.
Betliah-Shikárpur	Metre	28	9,20,000	Under survey.
Bezwada-Jaggiapett	Standard	54	43,00,000	Not surveyed.
Bezwada-Masulipatam	,,	44	53,00,000	Surveyed.
Bhágalpur-Bausí-Baidyanáth	,,	69	61,63,000	Surveyed.
Bhagwangola-Ránaghat	,,	180	2,80,00,000	Under survey.
Bhagwangola-Katihár-Raeganj	Metre	165	1,05,60,000	Ditto.
Bhera-Jhang	Standard	110	55,00,000	Not surveyed.
Bongong-Kotchandpur	,,	30	24,00,000	Under survey. Alternative to the Kissengunge-Kotchandpur-Magura line.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
B—*concld.*		Miles.	Rs.	
Botád-Barwalla	Metre	14	9,00,000	Reconnoitred.
Brahmapuri-Nágpur branch	Standard	55	27,50,000	Not surveyed.
Burdwan-Cutwa	,,	34	27,15,000	Surveyed. Alternative to the Hooghly-Cutwa line.
Burdwan-Howrah Chord	,,	58	46,40,000	Reconnoitred.
C				
Chakardharpore-Ranchi-Lohardaga	2' 6"	110	31,00,000	Not surveyed.
Chálisgaon-Dhulia	Standard	37	36,26,000	Surveyed.
Chandausi-Gajrala	,,	44	22,50,000	Surveyed.
Chandipur-Taki	2' 6"	39	6,24,000	Not surveyed.
Chánga Mánga-Chunian-Pakpatan	Standard	70	56,00,000	Not surveyed.
Chausama-Bechraji Mota	Metre	17	5,95,000	Surveyed.
Cherra-Companyganj extensions	2' 6"	26	12,70,000	Partially surveyed.
Coonoor-Ootacamund	Metre	12	18,63,000	Surveyed.
D				
Daltonganj-Sini	Standard	190	1,90,00,000	Not surveyed.
Dam Dim-Bagrakote	Metre	7	5,78,000	Surveyed.
Deesa-Umarkot	Standard	284	3,55,00,000	Alternative to the Viramgám-Cutch-Jungshahi railway under survey.
Deomoni kát-Halmonir Hát	Metre	69	24,00,000	Surveyed.
Dera Gazi Khan-Sakki Sarwar	Standard	35	35,00,000	Not surveyed.
Dhubri-Rungpore	Metre	50	75,00,000	Under survey.
Dindigul-Salem	Standard	60	60,00,000	Not surveyed.
E				
East Indian Grand Chord	Standard	276	3,63,00,000	Surveyed. The Moghal Sarai-Gya section is now under construction.
F				
Feni-Noakhali	2' 6"	27	5,40,000	Not surveyed. Alternative to the Láksám-Noakhali-Ichakhali line.
G				
Gháziabád-Moradabad	Standard	87	82,30,000	Surveyed.
Gogra Ghât-Sitapur	Metre	58	25,00,000	Not surveyed.
Gondia-Chanda	Standard	125	62,50,000	Not surveyed. Satpura plateau lines under survey.
Gorakhpur-Captainganj-Bagaha	Metre	47	19,00,000	Not surveyed.
Gurmukhteswar-Khurja	Standard	44	20,00,000	Reconnoitred.
Gurmukhteswar-Meerut	,,	29	17,61,000	Surveyed in 1895-96.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
H		Miles.	Rs.	
Hajiganj-Shatnol	Metre	25	20,00,000	Reconnoitred.
Harpálpur-Nowgong	2′ 0″	19	2,98,000	Survey completed.
Harpálpur-Rath	,,	26	3,66,000	Ditto.
Hassan-Mangalore	Metre	111	1,67,63,000	Ditto.
Hingajea-Sylhet	2′ 6″	40	12,50,000	Not surveyed. Alternative to the Tilágáon-Sylhet line.
Hooghly-Cutwa	Standard	61	53,63,000	Surveyed. Alternative to the Burdwan-Cutwa line.
Hyderabad-Guntakal	Metre	168	1,40,00,000	Not surveyed.
J				
Jeypore	Metre	73	34,32,000	Surveyed.
Jubbulpore-Gondia	Standard	135	67,50,000	Reconnoitred. Survey of the Satpura plateau lines now in hand.
Jullundur-Hoshiarpur	,,	24	16,87,000	Survey completed.
Jullundur-Kapurthala	,,	13	6,03,000	Ditto.
K				
Kala-ki-Sarai-Sultanpur (Kashmir)	Metre	40	32,00,000	Surveyed.
Karnál-Kaithal-Nabha	Standard	70	56,00,000	Not surveyed.
Káthgodám-Nainital	2′ 0″	13	12,00,000	Examined.
Khurda-Sambalpur	Standard	190	2,37,00,000	Surveyed.
Kichha-Kashipur-Rámnagar	Metre	45	20,00,000	Under survey.
Kinu-Kahbwet	,,	25	10,00,000	Not surveyed.
Kissengunge-Kotchandpur-Magura	2′ 6″	51	13,71,000	Survey completed. Alternative to the Bongong-Kotchandpur line.
Kissengunge-Titalya-Siliguri	Metre	55	25,00,000	Not surveyed. Alternative to the Saidpur-Titalya line.
Kurjet-Uran Salt-fields	Standard	15	12,00,000	Not surveyed.
Kurnool Branch	Metre	36	12,00,000	Surveyed.
L				
Láksám-Noakhali-Ichakhali	2′ 6″ / Metre	38	9,50,000 / 19,00,000	Reconnoitred.
Lodhrán-Kahror	Standard	18	9,00,000	Not surveyed.
Ludhiána-Dhuri-Jakhal	,,	80	42,78,000	Surveyed.
Ludhiána-Ferozepore	,,	76	44,00,000	Surveyed in 1893-94.
Lunkaransar-Bhátinda extension	Metre	167	45,05,000	Under survey

STATEMENT No 6.—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	Remarks.
M		Miles.	Rs.	
Madura-Pámban	Metre	100	41,77,000	Surveyed in 1894-95.
Mal Bazar-Hantupara	„	46	31,38,000	Surveyed.
Mandra-Chakwal	Standard	40	22,00,000	Not surveyed.
Mangalpur-Suri-Synthia . . .	„	50	40,00,000	Not surveyed.
Mansi-Bháptiáhi	Metre	80	37,60,000	Surveyed.
Mári-Bannu	Standard	100	1,09,00,000	Surveyed.
Máyavaram-Tranquebar . . .	Metre	15	6,75,000	Reconnoitred.
Meerut-Baraut	Standard	30	24,00,000	Alternative to the Shahdara-Baraut branch. Not surveyed.
Meerut-Hapur	„	19	10,97,000	Surveyed in 1895-96. Alternative to the Gurmukhteswar-Meerut branch.
Meiktila-Myingyan	Metre	58	36,14,000	Surveyed.
Moradabad (or Rámpur)-Rámnagar .	Standard	47	25,00,000	Ditto.
Mágra-Bhagwangola	„	102	1,27,00,000	Alternative to the Bhagwangola-Ránaghat line under survey.
Mutupet-Avadayárkóvil . . .	Metre.	45	15,00,000	Examined.
Mysore-Fraserpet	„	52	25,00,000	Not surveyed.
N				
Nágdá-Bara-Muttra	Standard	355	3,50,69,000	Surveyed in 1895-96.
Nanjangúd-Calicut	Metre	155	1,00,00,000	Partially surveyed.
Nanjangúd-Erode, with Branch . .	„	130	88,00,000	Under reconnaissance.
Nariad-Kapadvanj	2′ 6″	28	8,74,000	Reconnoitred.
Narwana-Kaithal	Standard	25	15,40,000	Under survey.
Nattore-Rampore Beaulia . . .	Metre	22	11,15,000	Surveyed in 1895-96.
Negapatam-Nagore	„	5	2,61,000	Survey completed.
Nothern Bengal-Assam connection (Dhubri-Gauháti)	„	158	2,50,00,000	Under survey.
Nowshera-Dargai	2′ 0″	42	20,00,000	Ditto.
Nusseerabad-Kekri	Metre	35	9,00,000	Surveyed.
P				
Pálghat-Dindigul	Standard	115	85,00,000	Reconnoitred.
Phandharpur-Sangola	2′ 6″	17	6,97,000	Reconnoitred.
Pánipat (or Sonépat)-Saháranpur .	„	60	48,00,000	Not surveyed.
Pátan-Radhanpur	Metre	43	15,00,000	Under survey.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized.—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
P—*concld.*		Miles	Rs.	
Pathánkot-Baijnath	Standard	70	70,00,000	Not surveyed.
Petlád-Cambay	„	19	11,00,000	Surveyed.
Petlád-Wadhwán-Jungshahi . . .	„	400	4,00,00,000	Not surveyed. Alternative to the Viramgám-Cutch-Jungshahi line now under survey.
Phulbári-Samjhia	Metre	13	4,42,000	Surveyed.
Pilibhit-Barm Deo	„	40	16,00,000	Not surveyed.
Pindrei-Mandla Branch	Standard	27	13,50,000	Satpura plateau lines under survey.
Pindrei-Seoni Branch	„	35	17,50,000	Satpura plateau lines under survey.
Porto Novo-Salem	„	110	86,00,000	Reconnoitred.
Prome-Magwe-Meiktila	Metre	176	1,13,00,000	Not surveyed.
Puri-Astrang	Standard	34	27,20,000	Not surveyed.
Purulia-Ranchi	„	75	1,50,00,000	Ranchi plateau lines under survey.
R				
Raeganj-Lahirihat-Atwari . . .	Metre	53	21,00,000	Not surveyed. Alternative to the Kissengunge-Titalya-Siliguri line.
Raipur-Vizianagram	Standard	304	3,60,00,000	Under survey.
Rewári-Phulera-Kuchámán . . .	Metre	134	45,00,000	Under survey.
S				
Sábarmati-Dholka	Metre	33	11,98,000	Survey completed.
Sagaing-Mônywa-Alôn	„	74	39,95,000	Survey completed.
Sakri-Jainagar	„	29	10,80,000	Under survey.
Saidpur-Titalya	„	66	29,84,000	Surveyed in 1895-96.
Seoni-Chindwara	Standard	40	20,00,000	Satpura plateau lines under survey.
Shahdara-Baraut	„	30	24,00,000	Not surveyed. Alternative to the Meerut-Baraut branch.
Shikarpur-Munshiganj	Metre	40	20,00,000	Reconnoitred.
Shikohabad-Farukhabad . . .	Standard	66	45,20,000	Surveyed.
Shoranur-Cochin	„	73	91,77,000	Surveyed in 1894-95. Under location.
Singia-Madaripur-Chandpur . .	„	*82	1,92,66,000	Surveyed.
Sultanpur-Srinagar	Metre	160	1,09,00,000	Ditto.
Sutlej Valley	Standard	324	2,59,20,000	Not surveyed.

*Singia to Behdarganj. The length of the proposed ferry to connect Behdarganj and Chandpur will be 18 miles.

STATEMENT No. 6—*concld.*

Railways which have been surveyed, reconnoitred or proposed and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized—concld.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
T				
Tarkessur Extension	Standard	50	25,00,000	Not surveyed.
Thibaw-Moné	Metre	160	1,50,00,000	Under survey.
Thônzé-Bassein-Henzada . . .	„	105	78,00,000	Under survey.
Tilágaon-Sylhet	„	35	35,00,000	Reconnoitred.
Tinnevelly-Quilon	„	103	1,01,62,000	Surveyed in 1894-95.
Trichinopoly-Thondi	„	86	37,50,000	Not surveyed.
V				
Verával-Sasan	Metre	30	15,00,000	Reconnoitred.
Viramgám-Cutch-Jungshahi . .	Standard	400	4,00,00,000	Under survey. Alternative to the Petlád-Wadhwán-Jungshahi and Deesa-Umarkot railways.
Viramgám-Sami	Metre	42	14,70,000	Under survey.
Vizianagram-Párbatipur . . .	Standard	60	37,55,000	Surveyed in 1895-96.
W				
Warora-Warangal	Standard	187	1,71,00,000	Partially surveyed.

CHAPTER IV.

Collieries and oil wells.

Kurhurbaree and Serampore collieries.

These collieries are worked in connection with the East Indian railway, and the entire supply of fuel for that railway is drawn from them.

The pits and inclines of which the collieries consist, and the general depths reached at the end of the year 1897, are given below:

Kurhurbaree.

	Feet.		Feet.
2 "Jubilee" pit. Drawing coal .	650	Bitagarha. Up cast, drawing coal .	252
23 D. Down cast, pumping and drawing coal	429	Sariabad. Down cast, drawing coal .	231
17 B. Down cast, drawing coal . .	295	23 E. Sunk to lower seam . . .	211
23 B. Up cast, drawing coal . . .	282	Bhalmoritand. Down cast, drawing coal	244
2 C. Up cast, drawing coal . . .	156	Joktiabad. Commenced to drive out .	472
2 D. Down cast	132		
7 Jogitand. Up cast, drawing coal .	272		
1 Jogitand. Up cast, drawing coal .	178		
5 Jogitand. Down cast . . .	125		

Serampore.

	Feet.		Feet.
16 A. Down cast, pumping and drawing coal	344	42 E. Up cast, drawing coal and water	63
21 Up cast, drawing coal	279	42 D. Down cast, drawing coal . .	83
25 Down cast, pumping and drawing coal	199	Hetla pit. Auxiliary to 1 Kamaljore .	168
		1 Kamaljore. Down cast, drawing coal	176
		2 Kamaljore. Up cast . . .	176
		Central pit. Up cast, drawing coal and water	466

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year .	5,853	393,964	34,570	45,290	473,824	81
1897 . . .	6,113	363,116	38,659	52,246	454,021	74

From the slack, 18,258 tons of coke were manufactured.

The capital outlay on the collieries to the 31st December 1896 amounted to Rs. 11,15,126, and the expenditure during the year to Rs. 1,17,186, making a total outlay to the 31st December 1897 of Rs. 12,32,312.†

The total receipts at the sanctioned issue rates were Rs. 7,77,855, and the charges, including sinking fund, Rs. 8,80,507, thus showing a net loss of Rs. 1,02,652.

Eleven thousand seven hundred and eighty-three tons of coal and coke were issued to the Moghal Sarai-Gya branch of the East Indian railway and the South Behar (Luckeeserai-Gya) railway at Rs. 36,914; and 2,188 tons were sold to the public at Rs. 8,685, the amount realized being Rs. 45,599. The cost on the net output was Rs. 1-15-4 per ton.

At the "Jubilee" pit, the east and west levels have been driven each 300 feet and a suitable sump made in the seam.

* All coal which will not pass through a $\frac{3}{4}$" mesh is classed as large coal.

† This outlay is made up of the purchase money, Rs. 3,05,154, which represented half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from the 1st January 1880.

The air compressors, piping and Stanley heading machine have been erected.

The "Central" pit at Serampore has been connected with No. 16 A., by a pair of galleries 1,500 feet long.

The "Joktiabad" pit at Kurhurbaree has been sunk 472 feet through the lower seam. An air shaft 280 feet deep has been sunk, and boiler seating, chimney and engine bed erected.

The briquette plant at Serampore has been completed, and now turns out 90 tons per day of briquettes by the lime-meal process.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year. .	4	23	4	23	1,464	1,464	118,456	118,456	98,491	98,491
1897 . . .	1	28	1	30	6,113	6,113	454,021	454,021	363,116	363,116

Makum collieries.

2. The Assam Railways and Trading Company work three collieries, *viz.*, Ledo Valley (with 2 mines), Upper Ledo and Tikak. The working of those at Namdang and Tirap have only been recently commenced and are not yet fully developed. The output of coal during 1897 was 184,271 tons against 176,436 tons in the previous year. The Assam coal is generally small and soft, but its softness has not proved a drawback to its general use for all purposes. It has a very small percentage of ash and gives a very clear bright flame with great local heat. The demand for Assam coal is increasing, and it is largely used by ocean and inland steamers, railways, mills and factories.

The capital outlay on the collieries to the 31st December 1896 amounted to Rs. 28,88,766, and the expenditure during the year to Rs. 12,51,486, making a total outlay to the 31st December 1897 of Rs. 41,40,252.

Petroleum in Assam.

3. At the Digboi field, there are in all 15 bore holes of depths varying from 720 to 1,680 feet. Of these, 1 was abandoned, 10 are yielding oil in varying quantities and the remaining 4 are in progress of being drilled. The total amount of crude oil extracted during the year was 219,780 gallons, which was supplied to the Refinery erected at Margherita. The Refinery is not as yet capable of dealing with any large quantities of oil, but the experimental refining operations have been very satisfactory. A good quality of kerosine oil and first class paraffine with wax, and some small quantities of bye-products, have been put on the market or utilized by the Company.

The operations at Makum have made little progress during the year. From the 9 wells already sunk at various depths varying from 350 to 550 feet, the total yield of the year has been 2,297 gallons only. This oil is entirely without any kerosine or paraffine and is valuable as a lubricant. A new well, No. 10, at some distance east of the previous borings, is now in progress, and in this some fairly good oil indications have been met with.

The capital outlay on the Company's petroleum works to the 31st December 1896 amounted to Rs. 11,40,760, and the expenditure during the year to Rs. 2,04,759, making a total outlay to the 31st December 1897 of Rs. 13,45,519.

Warora colliery.

4. This colliery, which is worked by Government, has seven shafts of depths and uses as under:

	Feet.	
Pit No. 1	245	Pumping.
Pit No. 2	215	Winding.
Pit No. 3	239	Pumping.
Pit No. 4	181	Winding.
Pit No. 5	174	Winding.
Pit No. 6	102	Ventilating.
Pit No. 7	170	Ventilating.

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	779	99,462	22,181	121,643	156
1897	821	90,914	20,740	111,654	136

The decrease of 9,989 tons in the total output is, it is explained, chiefly due to the smaller demands from petty customers, owing to a less favourable cotton crop than in the previous year.

The capital outlay on the colliery up to the 31st December 1896 amounted to Rs. 19,16,323, and as the capital transactions of the year resulted in a credit of Rs. 49,491, the outlay on the 31st December 1897 was reduced to Rs. 18,66,832.

The receipts during the year amounted to Rs. 5,12,289 and the expenditure to Rs. 3,63,711, thus showing a net profit of Rs. 1,48,578, equivalent to a return of 7·96 per cent. on the capital outlay.

The Great Indian Peninsula railway was supplied with 56,342 tons of large coal during 1897 against 58,098 tons in the previous year.

The other sales during the year are briefly detailed below:

	Tons.	
Empress Mills, Nágpur	14,910	small coal.
Hinganghat Mill Company	5,681	large coal.
Berar Manufacturing Company	4,505	large coal.
Other customers	16,600	large coal.

The price of coal sold to the Great Indian Peninsula railway was, as in the previous year, Rs. 4-8-0 a ton at the pit's mouth, and the average selling price for all customers and to the colliery, Rs. 4-7-4 per ton.

During the year, 2,124 tons of fire-clay were raised for the manufacture of fire-bricks and tiles and for sale to the public.

The receipts during the year from fire-bricks and tiles amounted to Rs. 35,650 and the expenditure to Rs. 26,066.

* All coal which will not pass through a ¾" mesh is classed as large coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year .	3	5	3	5	260	260	40,548	40,548	33,154	33,154
1897 . . .	2	4	2	4	410	410	55,827	55,827	45,457	45,457

The two fatal accidents during the year were caused in one case by the fall of roof-stone and in the other case by the fall of a prop while drawing timber.

Mohpáni colliery.

5. This colliery is worked by the Nerbudda Coal and Iron Company, Limited.

The same mines were worked as in the previous year, and by the same shafts and inclines generally.

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.	Number of tons raised per person employed.
		Tons.	Tons.
Previous year	653	19,542	30
1897	687	19,975	29

The capital outlay on the colliery up to the 31st December 1896 amounted to £131,917, and the expenditure during the year to £7,187,* making a total outlay to the 31st December 1897 of £139,104.*

The underground fires in the old mines were kept in check. The southern portion of the mines were this year flooded, whereas in previous years they have been kept dry and only the northern areas flooded. The extra flooding entailed heavier pumping after the rains and delayed the recommencement of the cold weather workings. Considering the difficulties under which work was carried on and that only six months' working out was done during the year, the output was very favourable. Nearly the whole of the coal was exhausted before the extra flooding set in.

In the new mines, the sinking of No. 24 shaft through No. 2 seam has been completed and some further proving of No. 1 seam effected.

On the 1st March, work was started on No. 26 shaft and sunk through No. 1 seam (a depth of 200 feet odd). A considerable length had to be walled on account of beds of fireclay and tender rock of other kinds. The main feeders which are known to exist at No. 24 have not yet been tapped.

The output of the year was disposed of as shown below:

	Tons.
Sold to railways	15,713
Sold to mills, presses, etc.	1,532
Colliery consumption	2,753
Stock	—23
Total . .	19,975

* These figures are approximate and subject to modification.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily.

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year .	1	15	2	15	653	326	19,542	9,771	19,542	9,771
1897 . . .	1	15	1	15	687	687	19,975	19,975	19,975	19,975

Umaria colliery.

6. This colliery, which is worked by Government, consists of pits and inclines. The general depths reached at the end of the year were:

		Feet.
Pit No. 1 . . .	Shaft for water-supply to the station (steam power)	123
Pit No. 2 . . .	Up cast, ventilating shaft	131
Pit No. 3 . . .	Down cast, drawing coal	117
Pit No. 4 . . .	Down cast, pumping shaft	236
Pit No. 5 . . .	Up cast, pumping shaft	192
Pit No. 6 . . .	Down cast	93
Pit No. 7 . . .	Up cast, pumping shaft	270
Pit No. 8 . . .	Down cast, drawing coal	244
Pit No. 10 . . .	Shaft in course of sinking	38
Incline No. 1 . .	Travelling road for workmen and for ventilation	181
Incline No. 2 . .	Haulage road for coal	216
Incline No 3 . .	Travelling road for workmen and for ventilation	216
Incline No. 4 . .	Haulage road for coal	281
Incline No. 5 . .	Haulage road for coal	143
Incline No. 6 . .	Travelling road for workmen and for ventilation	90

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year . . .	1,707	77,792	37,594	115,386	68
1897	2,617	78,417	46,361	124,778	47

The increase of 9,392 tons in the total output was due to the extension of work.

The capital outlay on the colliery to the 31st December 1896 amounted to Rs. 11,67,774, and the expenditure during the year to Rs. 41,106, making a total to the 31st December 1897 of Rs. 12,08,880.

The receipts during the year amounted to Rs. 3,75,941 and the expenditure to Rs. 3,82,024, thus showing a net loss of Rs. 6,083. This loss was due to a restriction of output, owing to a falling off in the demand; and also to an increase in the rate for cutting and raising coal, owing to the working places being at a greater distance from the pit's mouth.

* All coal which will not pass through a ¾" mesh is classed as large coal.

The sales during the year are briefly detailed below :

	Large coal.	Screened nut coal.	Slack coal.	Screened dust.	Unscreened dust.	Dust.	Shale.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Indian Midland railway . .	48,999	...	...	...	...	...	...	48,999
Great Indian Peninsula railway .	15,160	7,340	...	...	...	...	...	22,500
Bengal-Nágpur railway . .	3,772	...	...	...	...	...	...	3,772
Other customers	7,608	16,010	292	216	1,607	27	116	25,876
Coal used in colliery boilers .	...	1,723	8,347	215	16	...	...	10,301
Total .	75,539	25,073	8,639	431	1,623	27	116	111,448

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death
							Tons.	Tons.	Tons.	Tons.
Previous year .	1	9	1	9	1,707	1,707	115,386	115,386	77,792	77,792
1897 . . .	2	9	2	9	1,308	1,308	62,389	62,389	39,208	39,208

Coal fields at Telanpali near the Eeb river.

7. The diamond drill boring in the vicinity of the Eeb bridge, referred to in last year's report, was carried out during the year to a depth of 485 feet, and samples of the cores sent to the Director, Geological Survey, on whose report the boring was directed to be continued to a depth of 600 feet unless crystaline rocks were struck at a lesser depth.

The total amount sanctioned for expenditure on block account is Rs. 20,400. The capital outlay to the 31st December 1896 amounted to Rs. 6,785, and the expenditure during the year to Rs. 4,111, making a total outlay to the 31st December 1897 of Rs. 10,896.

Singareni colliery.

8. This colliery is worked by the Hyderabad (Deccan) Company, Limited. The colliery consists of—

	Depth. Feet.
No. 1 incline	400
No. 6 pit	400
No. 13 pit	187
No. 14 pit	181
No. 15 pit	150
"Batten" pit	372

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.	Number of tons raised per person employed.
		Tons.	Tons.
Previous year	5,832	262,681	45
1897	6,455	365,550	57

The sales during the year are briefly detailed below:

	Tons.
Great Indian Peninsula railway	97,936
East Coast State railway	24,768
Madras railway	40,000
Southern Mahratta railway	45,923
South Indian railway	7,577
Bombay, Baroda and Central India railway	37,372
The Nizam's Guaranteed State railway	31,105
Bombay mills	54,821
Other customers	8,170
Total .	347,672

The whole of the coal raisings have been from the "King" seam, which has improved in section and quality. The "Batten" pit has been opened, and the coal has proved to be of an excellent quality. The opening out of the under-ground workings of this mine is being pushed on with all speed, and, in order to facilitate the progress of the main winning levels, two of Jeffrey's air power chain coal cutting machines, with air power rotary coal drills, have been put to work; and when a sufficient period has elapsed in which to enable the preparations to take effect, which are now being made to more fully develop the coal resources, it is confidently anticipated that the raisings of the colliery will be very much increased.

No. 16 pit has also been sunk to the "King" seam. The coal here is of the same quality as the "Batten" pit and of good section.

During the year 1898, this pit will also add to the general output of the colliery.

A large air compressing plant has been erected at the "Batten" pit to provide power for the underground machinery.

Much has been effected during the year, in the way of erecting permanent cooly lines, securing good and cheap food-grains and adopting measures for the welfare of the work pepole, and it seems probable that a great deal of the difficulty experienced in the past in settling labour on the field will gradually disappear, as the advantages of good wages, food and agreeable employment become more widely known.

Unscreened Singareni coal was the only coal made and sold during the year.

The proportions of this coal are —

Steam coal	72 per cent.
Nuts	19 „
Slack.	9 „

The following table shows the number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year .	8	9	8	9	729	729	32,835	32,835	...	...
1897 . . .	8	10	8	10	807	807	45,694	45,694	...	...

Dandot colliery.

9. This colliery is worked in connection with the North Western State railway. There is only one seam of coal, and it lies at an elevation of about 2,000 feet above sea level in the Salt Range.

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large or steam coal.*	Screened or nut coal.	Slack.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	2,063	49,896	2,508	22,617	75,021	36
1897	1,997	55,776	217	23,654	79,647	40

The increase of 4,626 tons in the total output was chiefly due to labour coming in more freely, owing to the scarcity of food-grains and high prices prevailing.

The colliery is capable of a much larger output than is now obtained from it, but it is hampered by the dearth of labour.

The sum originally sanctioned on block account was Rs. 5,00,000. The capital outlay to the 31st December 1896 amounted to Rs. 4,85,599, and as the capital transactions during the year resulted in a credit of Rs. 6,107, the total outlay to the 31st December 1897 was reduced to Rs. 4,79,492.

The receipts during the year amounted to Rs. 6,81,600, and the expenditure to Rs. 5,86,335, thus showing a net profit of Rs. 95,265, equivalent to a return of 19·87 per cent. on the capital outlay.

The net profits of the undertaking from the commencement of operations to the end of 1897, credited to block account, amounted to Rs. 1,78,066, leaving Rs. 3,01,426 at the debit of the colliery.

The seam is solely worked by means of level or inclined tunnels driven into the hill sides, and the coal is at present being extracted from three main groups of workings, namely:

South or outcrop mines on the south side of the Dandot hill.
Main mine on the east side of the hill.
Pidh mines in an outlying portion of the coal field.

Of these, the Pidh mines supply the most coal and are the most cheaply worked, owing to the harder and more durable nature of the enclosing strata.

No exploration for coal of any magnitude was undertaken during the year.

* All coal which will not pass through a $\frac{3}{4}$" mesh is classed as large coal.

The sales during the year are briefly detailed below :

	Large or steam coal.	Screened or nut coal.	Slack coal.	Mixed coal.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway.	53,813	...	...	...	53,813
Other departments of the North Western State railway.	740	...	1,550	...	2,290
General public and foreign railways . .	1,223	216	20,925	...	22,364
Colliery works	...	...	...	1,180	1,180
Total .	55,776	216	22,475.	1,180	79,647

The sale of slack coal amounted to 22,475 tons against 22,617 tons in the previous year.

The colliery is worked chiefly for the supply of steam coal to the Locomotive department of the railway, but a fairly regular market is also obtained for slack coal which is used by the public for brick burning and various other purposes.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year .	2	22	2	22	1,031	1,031	37,511	37,511	24,948	24,948
1897 . .	2	18	2	18	998	998	39,823	39,823	27,888	27,888

Bhaghanwala colliery.

10. This colliery is worked in connection with the North Western State railway. It is situated in the Salt Range about 1,800 feet above sea level and about 20 miles east of Dandot colliery.

The seam of coal is the same as that at Dandot, but is here thicker and not of such good quality.

Coal has been extracted during the year from one mine or district only, where the seam is tilted up at an angle of 40 to 50 degrees from the horizontal. This disturbance of the strata has rendered the coal very soft and friable and the percentage of slack is heavy. The nature of the coal also renders it very liable to spontaneous combustion.

Owing to the peculiar circumstances of the seam the output is, of necessity, low. Only minor explorations have been carried out during the year and the results have not been very favourable.

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	680	2,143	329	1,521	3,993	6
1897	334	5,726	...	7,419	13,145	39

The increase of 9,152 tons in the total output was due to the mines having been worked for the whole year against a portion in 1896.

The detailed estimates sanctioned on block account for opening out and working the colliery amounted to Rs. 6,13,003. The capital outlay to the 31st December 1896 amounted to Rs. 6,52,710, and as the capital transactions during the year resulted in a credit of Rs. 491, the outlay to the 31st December 1897 was reduced to Rs. 6,52,219. To this was added the loss on working, which to the end of 1897 amounted to Rs. 78,253, thus raising the total amount at debit of block account of the colliery to Rs. 7,30,472.

The receipts during 1897 amounted to Rs. 93,834, and the expenditure to Rs. 85,263, thus showing a net profit of Rs. 8,571.

The sales during the year are briefly detailed below:

	Large or steam coal.	Screened or nut coal.	Slack coal.	Mixed coal.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway.	5,725	...	...	...	5,725
Other customers	1	...	6,838	...	6,839
Colliery works	...	...	...	581	581
Total .	5,726	...	6,838	581	13,145

The following table shows the total number of accidents that have occurred during the last two years, and the number injured:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.
Previous year	...	8	...	8
1897	...	4	...	4

* All coal which will not pass through a $\frac{3}{8}$" mesh is classed as large coal.

Khost colliery.

11. This colliery is worked in connection with the North Western State railway.

The colliery at present consists of mainways and adits; of these, all are now practically worked out, except Nos. 3, 4 and 12 adits and the Takrai and Kila Hakim Khan dips, on which work is going on as under:

	Feet.
Progress on adit No. 2 East	930
Progress on adit No. 3 Sump	117
Progress on adit No. 4 West	1,383
Progress on adit No. 12 Heading	451
Progress on adit No. 12 East	15
Progress on adit No. 12 West	120
Progress on Takrai Dips East	325
Progress on Takrai Dips West	406
Progress on Kila Hakim Khan Sump	96

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal*	Nut coal.	Unscreened small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	427	5,491	719	2,957	9,167	22
1897	217	5,151	661	2,976	8,788	40

The decrease of 379 tons in the total output was due to smaller demands for large coal.

The sum originally sanctioned on block account was Rs. 1,00,000, and a further sum of Rs. 50,000 was sanctioned to be met from the profits realised from the working of the colliery. During the year, however, the limit of the block account was reduced to an amount covering the actual value of plant which may be realised in the event of abandonment of working at any time, or Rs. 50,000. The difference between the actual expenditure on block account and the amount Rs. 50,009 has been adjusted by debit to profit and loss account. The capital outlay to the 31st December 1896 was Rs. 1,83,330, and as the capital transactions during the year resulted in a credit of Rs. 1,10,527, the outlay to the 31st December 1897 was reduced to Rs. 73,073.

The receipts during the year amounted to Rs. 1,19,295, and the expenditure to Rs. 1,04,166, thus showing a net profit of Rs. 15,129.

The net profits of the undertaking from the commencement of operations to the end of 1897, credited to the block account, amounted to Rs. 1,46,740, leaving Rs. 73,667 at credit of the colliery.

The sales during the year are briefly detailed below:

	Large coal.	Nut coal.	Dust coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	5,079	528	...	5,607
Engineering department, North Western State railway	56	83	25	164
Pressed fuel manufacture	...	...	2,199	2,199
Private sales	12	22	737	771
Colliery works	4	28	15	47
Total	5,151	661	2,976	8,788

* All coal which will not pass through a ½" mesh is classed as large coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . .	1	6	1	8	427	427	9,167	9,167	5,491	5,491
1897 . . .	1	2	1	2	217	217	8,788	8,788	5,151	5,151

Shahrigh colliery.

12. This colliery, which is worked in connection with the North Western State railway, has the following five mainways :

	Feet.
No. 1 adit mainway, West	553
No. 3 adit mainway, East	1,053
No. 5 adit mainway, West	1,167
No. 6 adit mainway, East	573
No. 6 adit mainway, West	649

The following table shows the output and number of persons employed during 1896 :

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1896	212	1,026	72	307	1,405	7
1897	...	...	...	...	...	...

The mines were closed at the end of May 1896 as already reported in the previous year's report and no coal was excavated in 1897.

The sum sanctioned for expenditure on block account was Rs. 25,000.

The capital outlay to the 31st December 1897 was the same as on the 31st December 1896, *viz.*, Rs. 14,616.

Baluchistan coal mines.

13. The chief areas within which, during the past year, coal mining operations have been carried on, are those in the Harnái Valley, the Sor Range, the mines near Mach, and in the Digari district.

* All coal which will not pass through a ½" mesh is classed as large coal.

The collieries in the Harnái Valley, *viz.* Khost and Sharigh, worked by the North Western State railway, are separately referred to in paragraphs 11 and 12.

There are five owners, who, under concessions, carry on operations in the remaining mines.

The octroi receipts for coal passing into the station of Quetta show that about 3,000 tons have paid dues this year, against 3,600 tons in the previous year. The greater part of this was sold to the Commissariat Department and private individuals in the form of patent fuel.

No accident of importance has been reported during the year.

Letkonbin colliery.

14. This colliery is worked by the Burma Coal Company, Limited.

The following table shows the output during 1897 as compared with the previous year:

Year.	Output.		
	Steam coal.	Dust.	Total.
	Tons.	Tons.	Tons.
Previous year	16,435	6,549	22,984
1897	8,239	1,923	10,162

The decrease of 12,822 tons in the total output was chiefly due to flooding of the mines.

New workings have been commenced at a distance of about a mile from the old workings, where coal is of a superior quality.

Palana coal mine.

15. Coal has been discovered in Palana, a small village in Bickaneer territory within the jurisdiction of the Saddar Tehsil, and a search party is at work. There are also indications of coal in other places and endeavours are being made to locate the coal field, and to find the most advantageous place to start on. At present work is confined to the shaft.

Relative values of certain Indian coals.

16. In chapter XI will be found a table showing the relative values of certain Indian coals for steaming purposes; taking the efficiency of best Welsh steam coal at 1·25, Indian coals vary in efficiency from 1 to 0·6. The figures given in chapter XI, however, are based on experiments made 4 and 5 years ago, and it is probable that many Indian mines are now raising a better quality of coal than they did at that time.

Total coal production.

17. The statement on the next page shows the quantity, in tons, of coal, produced in India for the five years 1880 to 1884, and for each year from 1885 to 1897.

Statement No. 7.

Quantity, in tons, of coal produced in India for the five years 1880 to 1884, and for each year from 1885 to 1897.

Years.	Provinces.										
	Bengal.	Punjab.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Madras.	Baluchistan.	Burma.	North-Western Provinces and Oudh.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1880—84* .	5,415,989	...	426,977	16,493	2,100	...	...	...	...	...	5,861,559
1885 . .	1,123,700	...	119,116	43,707	7,698	...	...	...	...	...	1,294,221
1886 . .	1,186,802	...	117,287	70,859	13,539	...	...	...	...	...	1,388,487
1887 . .	1,319,090	7,523	128,981	89,302	15,497	3,259	...	411	...	...	1,564,063
1888 . .	1,380,594	11,249	157,768	101,528	41,580	13,382	...	2,802	...	...	1,708,903
1889 . .	1,541,356	22,835	144,465	116,676	52,956	59,646	...	8,238	...	...	1,946,172
1890 . .	1,626,245	40,677	137,022	145,708	77,842	125,486	...	15,541	...	...	2,168,521
1891 . .	1,747,122	60,714	141,736	154,208	69,741	144,668	20	10,368	...	...	2,328,577
1892 . .	1,920,050	66,352	132,005	164,050	88,623	149,601	61	13,284	3,670	...	2,537,696
1893 . .	1,902,866	77,294	135,118	164,420	94,348	157,421	502	20,094	9,938	...	2,562,001
1894 . .	2,035,934	66,467	140,495	169,448	132,837	240,525	1,337	21,498	12,111	...	2,820,652
1895 . .	2,716,155	72,493	122,776	172,717	118,479	292,915	1,737	23,259	17,289	...	3,537,820
1896 . .	†3,037,920	79,017	141,185	177,259	115,386	262,681	...	10,572	22,993	1,000	†3,848,013
1897 . .	3,142,497	92,792	131,629	185,533	124,778	365,550	...	8,876	11,472	...	4,063,127

* The annual output for each year, from 1880 to 1884, will be found in statement No. 7, page 60, of Part I, of the Administration Report for 1895-96.
† Revised figures.

CHAPTER V.

Stores.

Expenditure in England.—The total expenditure on State railway stores contracted for in England through the agency of the India Office, during the calendar year 1897, was:

	£
A. Bridge-work	98,599
B. Engineer's plant	4,453
C. Workshop machinery	4,294
D. Permanent-way	209,319
E. Locomotive and rolling-stock	266,528
F. Station materials and fencing	7,809
G. Tools and stores	59,249
TOTAL	650,251

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, State Railway Department, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 3,70,177 and Rs. 24,603, respectively.

3. *Cost of establishments at ports.*—The cost to State railways of the establishments maintained at Calcutta and Bombay was:

	Rs.
Calcutta	17,684
Bombay	1,313

4. *Ships employed.*—The number of ships employed in bringing State railway stores, including stores procured for native state lines, during the calendar year 1897, was:

	No.	Tons.	Approximate value of stores received at each port. Rs.
To Bombay	23	156	57,031
„ Calcutta	149	40,320	66,10,985
„ Kurrachee	50	47,217	67,52,620
„ Madras	42	14,180	14,64,377
„ Vizagapatam	19	305	1,12,936
„ Cocanada	20	14,804	12,76,560
TOTAL	303	116,982	1,62,74,509

5. *Credits to Civil Department on account of insurance.*—During the year 1897-98, Rs. 96,109 were credited to the Civil Department on account of the charge of one-half per cent. for insurance.

6. *Losses of stores.*—During the year 1897-98, out of a consignment of 2,100 casks of portland cement shipped to Calcutta, per S. S. *Manora*, for transhipment to Cocanada, 100 casks were lost by the sinking of a boat during transhipment. The Director General of Stores has been asked to recover any freight paid on the lost casks.

7. *Capital locked up in stores.*—Statement No. 8 on the two following pages shows the stores balances on the standard and metre gauge railways on the 31st December 1897, as compared with the previous year.

STATEMENT No. 8.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1897.

Classification No.	RAILWAY.	Balance on the 31st December 1896.	Receipts during 1897.	Total.	Issues during 1897.	Balance on the 31st December 1897.	Ratio of balance to the issues of stores during 1897.	BALANCE PER MILE OF SINGLE TRACK, INCLUDING SIDINGS, ON THE 31ST DECEMBER 1897.		PERCENTAGE OF CAPITAL OUTLAY LOCKED UP IN STORES ON TOTAL CAPITAL OUTLAY.		BALANCE PER TRAIN-MILE.		Value of surplus stores available for sale or transfer on the 31st December 1897.
								Total length of single track, including sidings.	Balance per mile of single track, including sidings.	Total capital outlay up to the 31st December 1897.	Percentage.	Total train-mileage during 1897.	Balance per train-mile.	
	STANDARD GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.		Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	State lines worked by companies.													
I	EAST INDIAN	(a) 86,75,147	6,33,28,447	7,20,03,594	6,20,76,526	(b) 99,27,068	0·16	2,643·29	3,748	39,16,73,950	2·53	12,562,671	0·79	21,149
II	BENGAL CENTRAL	1,23,531	12,78,872	14,02,403	11,26,390	2,76,013	0·25	146·70	1,881	1,17,36,811	2·35	406,370	0·68	21,633
III	BENGAL-NAGPUR	(c) 20,59,322	12,36,325	32,95,647	13,64,900	19,30,747	1·41	959·94	2,011	9,95,40,391	1·93	1,800,272	1·07	...
IV	INDIAN MIDLAND (d)	(e) 13,53,438	25,15,340	38,68,778	21,53,937	(f) 17,14,841	0·80	1,035·63	1,656	10,89,07,700	1·57	1,750,824	0·98	2,159
VI	GODHRA-RUTLAM-NAGDA	97,672	...	97,672	97,672	(g) ...	...	...	...	...	...	...	...	...
	TOTAL	1,23,09,110	6,83,58,994	8,06,68,094	6,68,19,425	1,38,48,669	0·21	4,790·56	2,895	61,18,58,852	2·26	16,526,137	0·84	44,940
	State lines worked by the State.													
XI	NORTH WESTERN (d)	(h) 1,02,53,062	1,92,43,179	2,94,96,241	2,63,06,034	85,90,207	0·41	4,192·49	2,049	49,98,88,699	1·72	9,107,303	0·94	1,63,916
XIII	OUDH AND ROHILKHAND	23,75,802	37,43,659	(i) 61,26,427	42,60,415	(j) 18,35,644	0·43	(k) 1,022·79	1,795	(l) 10,76,73,977	1·70	2,402,022	0·76	1,62,078
XIV	EASTERN BENGAL (m)	23,20,428	72,32,476	95,52,904	68,87,592	26,65,312	0·39	1,127·65	2,363	11,50,24,103	2·32	3,694,056	0·72	35,750
XVI	EAST COAST	17,12,079	15,67,156	32,79,235	17,13,242	15,65,993	0·91	(n) 618·14	2,533	5,65,59,993	2·77	1,017,891	1·54	1,73,547
	TOTAL	1,66,61,371	3,17,86,470	4,84,64,807	3,37,67,283	1,46,97,156	0·43	6,961·07	2,106	77,91,46,772	1·88	16,221,272	0·90	5,35,291
	Lines worked by guaranteed companies.													
XVIII	GREAT INDIAN PENINSULA	(o) 37,56,386	69,41,036	1,06,97,422	69,83,370	37,14,052	0·53	2,231·54	1,664	29,66,63,065	1·20	9,096,798	0·41	3,42,297
XIX	BOMBAY, BARODA AND CENTRAL INDIA. (d)	37,33,986	61,90,507	99,24,493	62,83,308	36,41,185	0·58	676·41	5,383	10,71,19,625	3·40	2,431,889	1·50	6,495
XX	MADRAS (d)	25,62,819	25,76,383	51,39,202	27,37,288	24,01,914	0·88	1,047·66	2,292	12,28,34,522	1·95	2,647,436	0·91	2,54,676
	TOTAL	1,00,53,191	1,57,07,926	2,57,61,117	1,60,03,966	97,57,151	0·61	3,955·61	2,467	52,66,16,212	1·85	14,176,123	0·69	6,03,468
	Line owned by native state and worked by company.													
XXXII	THE NIZAM'S GUARANTEED STATE (d)	5,50,826	9,94,587	15,45,413	9,56,603	5,88,810	0·62	391·31	1,505	4,24,56,362	1·39	909,620	0·65	...
	TOTAL	5,50,826	9,94,587	15,45,413	9,56,603	5,88,810	0·62	391·31	1,505	4,24,56,362	1·39	909,620	0·65	...
	TOTAL STANDARD GAUGE	3,95,74,498	11,68,47,967	(p) 15,64,29,431	11,75,47,277	(p) 3,88,51,786	0·33	16,098·55	2,413	1,96,00,78,198	1·98	47,833,152	0·81	11,83,699

(a) Excluding Rs. 3,27,355 on account of balance of unopen lines.
(b) Excluding Rs. 11,27,477 on account of balance of unopen lines.
(c) Excluding Rs. 39,13,666 on account of extensions.
(d) Including branch lines worked.
(e) Excluding Rs. 28,15,491 on account of stores balance of the Saugor-Katni extension.
(f) Excluding Rs. 19,36,934 on account of stores balance of the Saugor-Katni extension.
(g) Transferred to the Rajputana-Malwa railway.
(h) Excluding the Peshawar railway and Frontier railway reserve and Abt materials.
(i) Difference of Rs. 6,966 due to adjustment.
(j) Difference of Rs. 30,368 due to adjustment.
(k) Including the Cawnpore-Burhwal railway (metre gauge link).
(l) Including the capital outlay of the Cawnpore-Burhwal railway (metre gauge link), Rs. 22,77,567.
(m) Including the stores transactions of the narrow gauge sections, the figures for which are not given separately.
(n) Including 2·66 miles laid on the mixed gauge and 1·93 miles laid on the metre gauge.
(o) Excluding Rs. 1,63,796 on account of value of stores received but not paid for on the 31st December 1896.
(p) For explanation of differences *vide* notes (i) and (j) above.

STATEMENT No. 8—*concld.*

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1897—concld.

Classification No.	RAILWAY.	Balance on the 31st December 1896.	Receipts during 1897.	Total.	Issues during 1897.	Balance on the 31st December 1897.	Ratio of balance to the issues of stores during 1897.	BALANCE PER MILE OF SINGLE TRACK, INCLUDING SIDINGS, ON THE 31ST DECEMBER 1897.		PERCENTAGE OF CAPITAL OUTLAY LOCKED UP IN STORES ON TOTAL CAPITAL OUTLAY.		BALANCE PER TRAIN-MILE.		Value of surplus stores available for sale or transfer on the 31st December 1897.
								Total length of single track, including sidings	Balance per mile of single track, including sidings.	Total capital outlay to the 31st December 1897.	Percentage.	Total train mileage during 1897.	Balance per train-mile.	
		Rs.	Rs.	Rs.	Rs.	Rs.		Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	METRE GAUGE.													
	State lines worked by companies.													
XXXIX	BENGAL AND NORTH-WESTERN—									(a)				
	TIRHOOT SECTION COMPANY'S SECTION	5,52,364	11,30,952	16,83,316	11,16,976	5,66,340	0·51	947·71	598	5,66,45,463	1·00	2,038,140	0·28	9,544
XLI	RAJPUTANA-MALWA	(b) 43,11,669	36,20,954	79,32,623	46,58,559	32,74,064	0·70	1,926·47	1,701	13,19,94,793	2·48	5,019,106	0·65	49,559
XLIII	SOUTHERN MAHRATTA (c)	20,85,215	17,98,964	38,84,179	19,20,841	19,63,338	1·02	1,710·34	1,148	12,32,53,874	1·59	4,113,225	0·47	42,000
XLVI	SOUTH INDIAN (d)	26,63,423	26,63,278	53,26,701	29,35,719	23,90,982	0·81	1,184·95	2,018	7,72,15,401	3·10	3,513,438	0·68	1,91,753
XLVIII	ASSAM-BENGAL	(e) 29,52,953	15,62,359	39,15,311	14,46,037	(f) 24,69,274	1·70	399·11	6,187	3,68,72,000	6·70	4,00,079	6·17	...
XLIX	BURMA	10,47,680	32,80,264	43,27,944	28,05,687	15,22,257	0·55	1,035·04	1,471	7,80,86,118	1·95	2,806,804	0·54	31,376
	TOTAL	1,30,13,304	1,40,56,770	2,70,70,074	1,48,83,819	1,21,86,255	0·82	7,203·62	1,664	50,40,67,649	2·42	17,890,792	0·68	3,24,232
	Assisted companies.													
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (c).	1,96,113	2,48,681	4,44,794	2,06,299	2,38,495	1·16	320·19	745	1,14,26,087	2·09	471,299	0·51	1,231
LV	BENGAL DOOARS	55,894	60,196	1,16,090	71,865	44,225	0·62	43·63	1,014	25,78,562	1·72	61,415	0·72	...
LVI	DIBRU-SADIYA	2,27,675	3,00,003	5,27,678	2,56,057	2,71,621	1·06	87·16	3,116	74,22,050	3·66	210,082	1·29	7,500
	TOTAL	4,79,682	6,08,880	10,88,562	5,34,221	5,54,341	1·04	450·98	1,229	2,14,16,699	2·59	743,396	0·75	8,731
	Lines owned and worked by native states.													
LXIX	JODHPORE-BIKANEER	1,31,380	(g) 1,64,886	2,96,266	1,77,933	(g) 1,18,433	0·67	374·50	316	74,36,151	1·59	381,160	0·31	...
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (h)	2,64,835	8,30,256	10,95,091	8,02,601	2,85,490	0·35	(i) 415·91	686	1,92,01,115	1·48	587,258	0·49	51,542
	TOTAL	3,96,215	9,95,142	13,91,357	9,87,434	4,03,923	0·41	790·41	511	2,66,37,266	1·52	968,418	0·42	51,542
	Foreign line.													
LXXVI	WEST OF INDIA PORTUGUESE	2,25,791	(j)	2,25,791	(j)	1,91,045	...	62·96	3,034	1,63,40,168	1·17	51,117	3·74	(j)
	TOTAL	2,25,791	...	2,25,791	...	1,91,045	...	62·96	3,034	1,63,40,168	1·17	51,117	3·74	...
	TOTAL METRE GAUGE	1,41,14,992	1,56,60,792	2,97,75,784	1,64,05,474	1,33,35,561	0·81	8,507·97	1,567	56,84,61,782	2·35	19,653,723	0·68	3,84,505

(a) Including interest on capital during construction.
(b) Excluding the balance of miscellaneous advances.
(c) Including branch lines worked.
(d) Including the Pondicherry railway, but excluding the Máyavaram-Mutupet railway.
(e) Excluding Rs. 29,42,222 on account of balance of unopen section.
(f) Excluding Rs. 34,56,984 on account of balance of unopen section.
(g) Excluding Rs. 8,61,182 under adjustment.
(h) Including the Jetalsar-Rájkot railway.
(i) Excluding 9·40 miles in dock estates and quarry lines constructed and maintained by the states themselves.
(j) Information not available.

CHAPTER VI.

Rolling-stock (Capital).

Statement No. 9 on pages 68 to 71 gives details of the locomotives and vehicles on the standard and metre gauge railways at the end of 1896 and 1897, and statement No. 10 on pages 72 to 75 shows the value of the stock at the close of 1897.

Rolling-stock adapted for military purposes.

2. Statement No. 11 on pages 76 and 79 shows the number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1897.

Brakes.

3. Statement No. 12 on pages 80 and 81 shows the number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1897.

On the East Indian railway, automatic vacuum brakes were fitted to 364 vehicles during the year, making a total of 897 fitted complete, and leaving a balance of 399 to be fitted under the present sanction. Only 2 vehicles were fitted with pipes during the year, and of the 167 vehicles having pipes only, 39 were fitted with the complete brake, thus reducing the number of piped vehicles to 128.

On the Bengal-Nágpur railway, none of the rolling-stock has as yet been fitted with any form of continuous brakes, but the automatic vacuum brake is about to be introduced. Some of the through coaching stock have already been fitted with the vacuum brake pipes.

On the Indian Midland railway, the stock fitted with the continuous automatic vacuum brake up to the 31st December 1897 was 66 engines and 108 coaches. Besides these, 23 coaches were fitted with pipes only.

On the North Western State railway, the fitting of automatic vacuum brake gear to rolling-stock was in progress during the year. The total stock fitted to the end of December 1897 was :

	Stock braked in 1897.	Total stock braked up to 31st December 1897.	
Engines	27	412	
Coaching vehicles	6	1,658	Of these 183
Goods vehicles	12	531	are piped only.

On the Oudh and Rohilkhand State railway, 11 additional engines and 95 vehicles were completely fitted with automatic vacuum brakes during the year.

On the Eastern Bengal State railway, 32 standard gauge and 22 metre gauge coaching vehicles were fitted with the vacuum brake communication during the year, and the total number of this description of vehicles running with this apparatus on the standard and metre gauge sections, on the 31st December 1897, was 97 and 84, respectively.

On the East Coast State railway, 12 four-wheel coupled passenger bogie engines (Dübs) are fitted with automatic vacuum brakes and 6 four-wheel coupled bogie engines (Indian Midland railway type) are fitted with simple vacuum brakes. Three inspection, one 1st class, and one composite (1st and 2nd) class carriages are fitted with the automatic vacuum brake.

On the Great Indian Peninsula railway, the rolling-stock fitted with automatic vacuum brake shows an increase of 15 locomotives and 151 vehicles.

The whole of the coaching stock of the Bombay, Baroda and Central India railway has been fitted with the continuous automatic vacuum brake.

On the Madras railway, 9 engines and 133 vehicles were fitted with the automatic vacuum brake during the year, making a total up to the 31st December 1897 of 31 engines and 199 vehicles.

On the Nizam's Guaranteed State railway, 19 passenger carriages and 1 saloon have been fitted with automatic vacuum brakes.

No automatic vacuum brakes have been fitted to the stock running on the Southern Mahratta railway, but the following stock has been fitted with Westinghouse brakes :

	Braked
Locomotives	3
Coaching vehicles	18 and 1 piped

On the South Indian railway, 4 engines and 9 bogie carriages were fitted with automatic vacuum brakes during the year and two vehicles were piped, making a total of 24 engines and 139 vehicles now fitted or piped.

On the Assam-Bengal railway, all the engines and carriages erected are fitted with the automatic vacuum brake. The numbers fitted during 1897 were:

Engines	10
Vehicles	37

The brakes were not brought into use.

Couplings.

4. On the Eastern Bengal State railway, the whole of the coaching stock, and almost all the goods stock, are fitted with couplings at both ends.

On the Great Indian Peninsula railway, 236 couplings were fitted to goods stock during the year, making a total at the end of the calendar year of 4,643.

The original goods stock of the Bombay, Baroda and Central India railway has been fitted with screw couplings at one end, with the exception of the salt and ballast wagons. The covered goods wagons constructed for working the Godhra-Ratlam-Nágdá railway, *viz.*, 380, have screw couplings at both ends.

On the South Indian railway, 7 coaching and 206 goods vehicles have been fitted with Jone's flexible buffers, making a total of 3,246 out of 3,792 vehicles so fitted.

The whole of the passenger and goods stock of the Assam-Bengal railway is fitted with screw couplings at both ends.

On the Dibru-Sadiya railway, centre buffer and hook couplings were fitted to the rolling-stock of the line, and the coaching vehicles were fitted with tight couplings.

On the Gaekwar's Dabhoi railway, 129 vehicles only have been fitted at one end with Luard and Lindsley's patent screw couplings.

Lighting of railway carriages with gas on Pintsch's system.

5. The number of vehicles fitted on the East Indian railway with gas lamps on Pintsch's system during the year was 251, making a total of 614, and leaving a balance of 416 to be fitted under the present sanction.

On the Bengal-Nágpur railway, 10 carriages have been fitted with gas fittings on Pintsch's system up to the 31st December 1897; under the present sanction, 20 vehicles remain to be fitted.

On the North Western State railway, 353 carriages were fitted during 1897 with gas lamps on Pintsch's system, making a total of 401 so fitted up to the 31st December 1897.

On the Oudh and Rohilkhand State railway, no progress was made during the year with the work of lighting railway carriages with gas on Pintsch's system, owing to non-arrival of the materials from England. From advices received, however, it is expected that the necessary gear, lamps, &c., will shortly arrive, and the work of introducing this system of lighting on this railway will be pushed on.

On the Eastern Bengal State railway, the work of fitting carriages with gas lamps on Pintsch's system is in progress, 92 carriages having been fitted during the year.

On the Great Indian Peninsula railway, 245 vehicles were fitted with Pintsch's gas during the year, making a total of 1,043 vehicles fitted up to the end of 1897.

On the Bombay, Baroda and Central India railway, the whole of the carriage stock (with the exception of horse boxes, luggage vans and carriage trucks) and the goods brake vans have been fitted with gas lighting apparatus.

On the Madras railway, 42 vehicles were fitted with gas lamps during the year, making a total of 430 up to the 31st December 1897. Only a small portion of the coaching stock of the line remains to be fitted with this system of lighting.

Lighting carriages with Pintsch's gas has not yet been introduced on the Southern Mahratta railway; but the gas producing apparatus, some of the transport gas holders and other fittings have been received. The shed is being built and the apparatus erected.

Retiring accommodation for females.

6. Statement No. 13 on page 82 furnishes details of the number of carriages that have been fitted with retiring accommodation for females in compliance with the requirements of section 64 of the Indian Railways Act IX of 1890.

STATEMENT

Number of locomotives and vehicles on the standard

Classification No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		COACHING VEHICLES.	
		On the 31st December 1896.	On the 31st December 1897 (from statement No. 32, chap. ix.)	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.
	STANDARD GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	State lines worked by companies.						
I	EAST INDIAN (*a*)	1,883·81	1,889·56	596	630	1,264	1,356
II	BENGAL CENTRAL	125·01	125·01	23	23	41	89
III	BENGAL-NÁGPUR	860·88	860·88	118	118	293	293
IV	INDIAN MIDLAND (*b*)	922·21	922·21	111	125	372	372
V	BHOPAL-ITÁRSI (BRITISH SECTION)	(13·11)	(13·11)	Worked by the Indian Midland railway.			
VI	GODHRA-RUTLAM-NÁGDÁ	(140·91)	(140·91)	Worked by the Bombay, Baroda and Central India			
VII	WARDHA COAL	(44·88)	(44·88)	Worked by the Great Indian Peninsula railway.			
VIII	DHOND-MANMÁD	(145·44)	(145·44)				
IX	BEZWADA EXTENSION (EAST COAST STATE)	(20·58)	(20·58)	Worked by the Nizam's Guaranteed State railway.			
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	(8·45)	(8·45)	Worked by the Madras railway.			
	TOTAL	3,791·91	3,797·66	848	896	1,970	2,110
	State lines worked by the State.						
XI	NORTH WESTERN (*d*)	*2,896·68	3,399·59	602	622	1,598	1,679
XII	HYDERABAD SHADIPALLI	(58·91)	(58·91)	Worked by the North Western State railway.			
XIII	OUDH AND ROHILKHAND	812 37	812·37	166	166	517	562
XIV	EASTERN BENGAL	†250 00	253·49	†94	104	†425	422
XV	CALCUTTA PORT COMMISSIONERS'	8·53	8 53	8	8	...	...
XVI	EAST COAST	(*e*) 500·51	(*e*) 538·45	57	57	231	219
	TOTAL	4,468·09	5,012·43	927	957	2,771	2,912
	Lines worked by guaranteed companies						
XVIII	GREAT INDIAN PENINSULA (*g*)	1,491 31	1,491·31	605	605	1,136	1,136
XIX	BOMBAY, BARODA AND CENTRAL INDIA (*j*)	649·83	649·83	165	162	447	447
XX	MADRAS (*k*)	857·68	857 68	166	166	643	652
	TOTAL	2,998·82	2,998·82	936	933	2,226	2,235
	Assisted companies.						
XXI	DELHI-UMBALLA-KALKA	(160·47)	(162·24)	Worked by the East Indian railway.			
XXII	TARKESSUR	(22·23)	(22·23)				
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	...	(399·80)	Worked by the North Western State railway.			
	TOTAL	(182·70)	(584·27)	...	...	...	...
	Lines owned by native states and worked by companies.						
XXVII	KHÁMGAON	(7·55)	(7·55)	Worked by the Great Indian Peninsula railway.			
XXVIII	AMRÁOTI	(5·44)	(5 44)				
XXIX	BÍNA-GOONA	(71·74)	(71·74)	Worked by the Indian Midland railway.			
XXX	BHOPAL-UJJAIN	(113·52)	(113·52)				
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	(44·28)	(44·28)				
XXXII	THE NIZAM'S GUARANTEED STATE (*l*)	352·90	352·90	50	50	112	112
XXXIII	NÁGDÁ-UJJAIN	(34·67)	(34·67)	Worked by the Bombay, Baroda and Central India			
XXXIV	THE GAEKWAR'S PETLÁD	(13·35)	(13·35)				
XXXV	KOLAR GOLD-FIELDS	(10·00)	(10·00)	Worked by the Madras railway.			
	TOTAL	352·90	352·90	50	50	112	112
	Lines owned by native states and worked by state railway agency.						
XXXVI	RÁJPURA-BHÁTINDA	(107·94)	(107·94)	Worked by the North Western State railway.			
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	(15·92)	(15·92)				
	TOTAL	(123·86)	(123·86)	...	...	...	...
	TOTAL STANDARD GAUGE	11,611·72	12,161·81	2,761	2,836	7,079	7,369

N.B.—The mileages shown within brackets are not included in the totals as they are included with the mileages of the home lines.

* Excluding the Mushkaf-Bolán railway constructed, but not worked.

No. 9.

and metre gauge railways on the 31st December 1897.

Goods vehicles.		Brake-vans.		Cranes.		Total number of vehicles.		Classification No.	Remarks.
Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.		
No.	No.	No.	No.	No.	No.	No.	No.		
9,961	10,034	341	341	20	20	11,586	11,751	I	(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
190	494	10	10	...	1	241	594	II	(*b*) Including the Bhopal-Itársi, the Bína Goona and the Bhopal-Ujjain railways.
3,407	3,413	123	123	8	8	3,831	3,837	III	
2,059	2,059	(*c*) 126	(*c*) 126	9	9	2,566	2,566	IV	(*c*) Including 50 brake-vans with one third class compartment each.
...	...	...	...	...	...	...	...	V	
railway	...	...	...	...	...	...	...	VI	
...	...	...	...	...	...	...	...	VII VIII	
...	...	...	...	...	...	...	...	IX	
...	...	...	...	...	...	...	...	X	(*d*) Including the Hyderabad-Shadipalli, the Rájpura Bhátinda and the Southern Punjab (Delhi Samásata) railways, and the Jammu and Kashmir railway (Native state section), but excluding the stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
15,617	16,000	600	600	37	38	18,224	18,748		
10,266	10,790	523	523	46	48	12,433	13,040	XI	
...	...	...	...	...	...	...	...	XII	
4,357	4,330	132	147	16	16	5,022	5,055	XIII	
†1,917	2,069	†57	57	†4	5	†2,403	2,553	XIV	
372	372	...	...	...	...	372	372	XV	(*e*) Including 2·66 miles (laid on the mixed gauge) which is worked by the East Coast State railway and also worked over only by the Southern Mahratta railway; but excluding 0·33 mile (metre gauge) worked over by the Southern Mahratta railway.
1,214	1,413	(*f*) 65	(*f*) 65	5	5	1,515	1,732	XVI	
18,126	18,974	777	792	71	74	21,745	22,752		
7,816	7,816	(*h*) 650	(*i*) 650	47	47	9,649	9,649	XVIII	(*f*) Including 34 brake-vans with one or more third class compartments each.
4,216	4,223	94	94	4	4	4,761	4,768	XIX	
2,917	2,915	175	178	7	7	3,742	3,782	XX	(*g*) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti railways.
14,949	14,984	919	922	58	58	18,152	18,199		(*h*) Including 52 brake-vans with 4 third class compartments each, 32 with one, and 25 with three compartments each.
...	...	...	...	...	...	...	...	XXI XXII	(*i*) Including 90 brake-vans with 4 third class compartments each, and 25 with three compartments each.
...	...	...	...	...	...	...	...	XXIII	(*j*) Including the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain and the Gaekwar's Petlád railways.
...	...	...	...	...	...	...	...	XXVII XXVIII	(*k*) Including the Madras-Ennúr section (Bezwada-Madras) and the Kolar Gold-fields railway.
...	...	...	...	...	...	...	...	XXIX XXX XXXI	
832	835	41	41	2	2	987	990	XXXII	
railway	...	...	...	...	...	...	...	XXXIII XXXIV	(*l*) Including the Bezwada extension (East Coast State).
...	...	...	...	...	...	...	...	XXXV	
832	835	41	41	2	2	987	990		
...	...	...	...	...	...	...	...	XXXVI XXXVII	
...	...	...	...	...	...	...	...		
49,524	50,793	2,337	2,355	168	172	59,108	60,689		

† Corrected figures.

STATEMENT

Number of locomotives and vehicles on the standard

Classification No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		COACHING VEHICLES.	
		On the 31st December 1896.	On the 31st December 1897 (from statement No. 32, chap. ix.)	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.
	METRE GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	State lines worked by companies.						
XXXIX	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	820·43	827·35	110	110	384	515
	COMPANY'S SECTION						
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	(231·17)	(231·17)	Worked by the Rohilkund and Kumaon railway			
XLI	RAJPUTANA-MALWA (*a*)	1,844·23	1,898·83	441	426	1,316	1,327
XLII	PÁLANPUR DEESA	(17·28)	(17·28)	Worked by the Rajputana-Malwa railway.			
XLIII	SOUTHERN MAHRATTA (*b*)	1,553·21	1,553·21	(*c*) 219	(*c*) 219	715	719
XLIV	GUNTAKAL-MYSORE FRONTIER	(119·50)	(119·50)	Worked by the Southern Mahratta railway.			
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	(296·00)	(296·00)				
XLVI	SOUTH INDIAN (*f*)	1,103·38	1,103·38	204	205	894	897
XLVII	MÁYAVARAM-MUTUPET	(53·99)	(53·99)	Worked by the South Indian railway.		...	
XLVIII	ASSAM-BENGAL	285·99	(*h*) 360·63	44	53	86	117
XLIX	BURMA	886·45	887·00	145	147	612	613
	TOTAL	6,493·60	6,630·40	1,163	1,160	4,007	4,188
	State lines worked by the State.						
	NORTH WESTERN (*i*)	...	...	4	4	12	12
L	EASTERN BENGAL—						
	NORTHERN AND BEHAR SECTIONS (including the Kannia Dharlla, 2′ 6″ gauge, branch)	478·47	478·47	79	79	317	335
	DACOA SECTION	85·92	85·92	12	12	67	67
	TOTAL	564·39	564·39	95	95	396	414
	Assisted companies.						
LIII	DEOGHUR	4·79	4·79	3	3	10	10
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*j*)	285·09	285·09	27	27	148	148
LV	BENGAL DOOARS	36·40	36·40	4	4	19	21
LVI	DIBRU-SADIYA	77·50	77·50	18	18	40	42
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY	...	...	Information not available		...	...
LVIII	AHMEDABAD-PARÁNTÍJ	...	(54·59)	Worked by the Rajputana-Malwa railway.			
	TOTAL	403·78	403·78	52	52	217	221
	Lines owned by native states and worked by companies.						
LXIII	THE GAEKWAR'S MEHSÁNA	(92·63)	(92·63)	Worked by the Rajputana-Malwa railway.			
LXIV	KOLHÁPUR	(29·07)	(29·07)	Worked by the Southern Mahratta railway.			
LXV	YESVANTPUR-MYSORE FRONTIER	(51·35)	(51·35)				
LXVI	MYSORE-NANJANGÚD	(15·25)	(15·25)				
	TOTAL	(188·30)	(188·30)	...	...	...	...
	Lines owned and worked by native states.						
LXIX	JODHPORE-BICKANEER—						
	JODHPORE SECTION	364·00	364·00	17	17	69	69
	BICKANEER SECTION						
LXX	OODEYPORE-CHITOR	(60·39)	(60·39)	Worked by the Rajputana-Malwa railway.			
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD PORBANDAR (*l*)	379·69	379·69	33	33	190	190
LXXII	JETALSAR-RÁJKOT	(46·23)	(46·23)	Worked by the Bhvánagar-Gondal-Junágad Porbandar			
LXXIII	JÁMNAGAR	...	54·28	...	(*m*) ...	...	24
	TOTAL	743·69	797·97	50	50	259	283
	Foreign lines.						
LXXVI	WEST OF INDIA PORTUGUESE	51·00	51·11	12	12	24	24
LXXVII	PONDICHERRY	(7·80)	(7·80)	Worked by the South Indian railway.		...	
	TOTAL	51·00	51·11	12	12	24	24
	TOTAL METRE GAUGE	(*n*) 8,256·46	8,447·65	1,372	1,369	4,903	5,130

N.B.—The mileage shown within brackets are not included in the totals as they are included with the mileages of the home lines.

No. 9—*concld.*

and metre gauge railways on the 31st December 1897—concld.

Goods vehicles.		Brake-vans.		Cranes.		Total number of vehicles.			
Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.	Classification No.	Remarks.
No.	No.	No.	No.	No.	No.	No.	No.		
2,899	3,032	78	97	13	17	3,374	3,661	XXXIX	
Company's	section)	...	...	...	...	...	...	XL	
7,101	6,981	282	282	29	29	8,728	8,619	XLI	(*a*) Including the Palanpur Deesa, the Ahmedabad-Parántij, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
...	...	...	...	...	...	...	...	XLII	
4,684	4,684	(*d*) 188	(*e*) 193	20	20	5,607	5,616	XLIII	
...	...	...	...	...	...	...	...	XLIV XLV	
3,323	3,284	(*g*) 66	(*g*) 66	3	3	4,286	4,250	XLVI	(*b*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
...	...	...	...	...	...	...	...	XLVII	
942	1,083	30	34	6	9	1,064	1,243	XLVIII	
3,465	3,494	136	136	19	19	4,232	4,262	XLIX	
22,414	22,558	780	808	90	97	27,291	27,651		(*c*) Excluding the tender of a condemned engine.
...	...	...	...	...	...	12	12		(*d*) Including 164 brake-vans with one third class compartment each.
									(*e*) Including 161 brake-vans with one third class compartment each.
1,958	2,060	49	49	7	7	2,331	2,451	L	(*f*) Including the Máyavaram-Mutupet and the Pondicherry railways.
246	246	10	10	3	3	326	326		
2,204	2,306	59	59	10	10	2,669	2,789		(*g*) Including 8 brake-vans with one third class compartment each.
8	8	2	2	...	...	20	20	LII	(*h*) Including the Gauháti-Jamuna Mukh section, 74·73 miles, temporarily closed from the 13th June 1897 on account of damages done by the recent earthquake.
659	659	27	27	6	6	840	840	LIV	
(*k*) *91	(*k*) 106	5	5	1	1	*116	133	LV	
800	800	18	20	1	1	859	863	LVI	
...	...	...	...	...	...	...	...	LVII	(*i*) For narrow gauge stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
...	...	...	...	...	...	...	...	LVIII	
1,558	1,573	52	54	8	8	1,835	1,856		(*j*) Including the Lucknow-Bareilly section.
									(*k*) Including one dummy truck
...	...	...	...	...	...	...	...	LXIII	
...	...	...	...	...	...	...	...	LXIV LXV LXVI	
...	...	...	...	...	...	...	...		
220	220	12	12	...	...	301	301	LXIX	
...	...	...	...	...	...	...	...	LXX	
892	893	37	37	2	2	1,121	1,122	LXXI	(*l*) Including the Jetalsar-Rájkot railway.
dar railway	...	...	...	...	...	...	...	LXXII	
...	100	...	4	...	...	...	128	LXXIII	(*m*) Worked by the engines of the Bhávnagar-Gondal-Junágad-Porbandar railway as a temporary measure.
1,112	1,213	49	53	2	2	1,422	1,551		
146	146	13	13	1	1	184	184	LXXVI	
...	...	...	...	...	...	...	...	LXXVII	(*n*) Excluding the Cawnpore-Barhwal (metre gauge link) for which no separate rolling-stock has been provided.
146	146	13	13	1	1	184	184		
27,434	27,796	953	987	111	118	33,401	34,031		

* Corrected figures.

STATEMENT

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.		STATE LINES WORKED BY COMPANIES.			
			I East Indian railway system.	II Bengal Central.	III Bengal-Nágpur	IV Indian Midland railway system.
	STANDARD GAUGE.					
1	Mileage open on the 31st December 1897	Miles	1,889·56	125·01	860·88	922·21
2	Mileage of single track, including sidings	Miles	2,852·79	146·70	959·94	1,035·63
3	Total train-mileage.	Train-miles	13,206,958	406,370	1,800,272	1,756,824
4	Gross ton-mileage	Ton-miles	4,895,721,820	104,603,345	634,446,071	568,614,252
5	Total capital outlay on open line, excluding steam-boat and suspense	Rs.	39,58,72,938	1,14,10,112	9,75,83,884	10,71,57,074
6	Gross earnings, excluding steam-boat	Rs.	6,05,62,663	11,38,1.9	62,00,309	64,47,857
7	Gross earnings per mean mile worked per week, excluding steam boat earnings	Rs.	606	175	138	131
8	Five per cent. of gross earnings, excluding steam-boat . .	Rs.	30,28,133	56,910	3,10,015	3,22,393
9	Value* of engine stock	Rs.	2,07,35,194	5,44,144	49,92,663	4,329,537
10	Per mile of line open (9 ÷ 1)	Rs.	10,974	4,355	5,799	4,695
11	Per train-mile (9 ÷ 3)	Rs.	1·6	1·3	2·8	2·5
12	Per 1,000 gross ton-miles (9 × 1,000 ÷ 4) . . .	Rs.	4·2	5·2	7·9	7·6
13	Amount of earnings for each 100 rupees worth of engine stock (6 × 100 ÷ 9)	Rs	292·1	209·1	124·2	148·9
14	Value* of coaching and goods stock	Rs.	2,72,68,676	16,41,839	1,17,30,362	87,86,272
15	Per mile of line open (14 ÷ 1)	Rs.	14,431	13,134	13,627	9,527
16	Per train-mile (14 ÷ 3)	Rs.	2·0	4·1	6·5	5·0
17	Per 1,000 gross ton-miles (14 × 1,000 ÷ 4) . . .	Rs.	5·6	15·7	18 5	15·5
18	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100 ÷ 14). . .	Rs.	222·1	69·3	52·9	73·4
19	Total value* of rolling-stock	Rs.	4,80,03,870	21,86,283	1,67,23,025	1,31,15 809
20	Per mile of line open (19 ÷ 1)	Rs.	25,405	17,489	19,426	14,222
21	Per train-mile (19 ÷ 3)	Rs.	3·6	5·4	9·3	7·5
22	Per 1,000 gross ton-miles (19 × 1,000 ÷ 4) . .	Rs.	9·8	20·9	26·4	23·1
23	Amount of earnings for each 100 rupees worth of rolling-stock (6 × 100 ÷ 19)	Rs.	126·2	52·1	37·1	49·2
24	Per cent. of value of locomotives on total capital outlay on rolling-stock (9 × 100 ÷ 19)	Per cent.	43·2	24·9	29·9	33·0
25	Per cent of value of coaching and goods stock on total capital outlay on rolling-stock (14 × 100 ÷ 19) . . .	Per cent.	56·8	75·1	70·1	67·0
26	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (8 × 100 ÷ 19)	Per cent.	6·3	2·6	1·9	2·5
27	Total value of rolling-stock per mile for each rupee earned per mile per week (20 ÷ 7)	Rs.	41·9	99·9	140·8	108·6

* Represents total cost charged

(*a*) Including 6·12 miles of military line not used for public traffic.
(*b*) Including cost of rolling-stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
(*c*) Value of engine and carriage and wagon stock not recorded separately.
(*d*) Information not available.

No. 10.

metre gauge railways on the 31st December 1897 compared with earnings.

STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of standard gauge railways.	Progressive No.
XI North Western railway system.	XIII Oudh and Rohilkhand.	XIV Eastern Bengal.	XV Calcutta Port Commissioners'.	XVI East Coast.	XVIII Great Indian Peninsula railway system.	XIX Bombay, Baroda and Central India railway system.	XX Madras railway system.	XXXII The Nizam's Guaranteed State railway system.		
9·59	812·37	253·49	8·53	(*f*) 538·45	1,491·31	649·83	857·68	352·90	(*f*) 12,161·81	1
02·49	936·82	469·06	22·75	(*g*) 616·21	2,231·54	882·88	1,047·66	391·31	(*g*) 15,785·79	2
9,107,303	2,296,607	2,032,187	(*d*)	1,017,891	9,096,798	2,848,067	2,647,436	909,620	47,126,333	3
2,846,852,747	709,002,562	651,341,300	(*d*)	164,620,161	2,449,247,812	955,718,830	785,139,466	345,250,187	15,110,558,562	4
48,56,12,881	10,34,42,636	6,29,63,770	70,57,005	5,45,20,684	29,29,55,207	12,39,48,649	12,04,96,515	4,18,73,581	1,90,48,94,936	5
3,38,88,646	81,97,961	89,11,565	3,03,528	27,90,544	2,84,32,402	1,55,04,059	1,17,38,041	37,77,154	18,79,82,928	6
215	194	678	883	100	367	459	263	205	305	7
16,94,432	4,09,898	4,45,578	19,676	1,39,527	14,21,620	7,75,203	5,86,902	1,88,858	93,99,146	8
2,12,03,394	42,77,372	(c)	1,48,365	(*h*) 22,62,679	1,88,78,330	56,26,196	55,08,913	19,15,714	9,04,52,801	9
6,237	5,265	...	17,393	4,202	12,659	8,658	6,423	5,513	7,437	10
2·3	1·9	...	...	2·2	2·1	2·0	2·1	2·1	2·0	11
7·4	6·0	...	...	13·7	7·7	5·9	7·0	5·6	6·2	12
159 8	191·7	...	265·2	123·3	150·6	275·6	213·1	194·1	198·0	13
4,05,86,590	1,14,71,577	(c)	(*e*) 5,65,610	51,60,519	2,04,56,571	1,10,05,564	1,00,74,548	22,37,282	15,09,85,410	14
11,939	14,122	...	66,309	9,584	13,717	16,936	11,746	6,340	12,415	15
4·5	5·0	...	...	5·1	2·2	3·8	3·8	2·5	3·3	16
14·3	16·2	...	...	31·4	8 4	11·5	12·8	6·5	10·4	17
83·5	71·5	...	69·6	54·1	139·0	140·9	116 5	168·8	118·5	18
(*b*) 6,17,89,984	1,57,48,949	1,03,90,534	7,13,975	(*h*) 74,20,198	3,93,34,901	1,66,31,760	1,55,83,461	41,82,996	25,18,28,745	19
18,176	19,387	40,990	83,702	13,786	26,376	25,594	18,169	11,853	20,707	20
6·8	6·9	5·1	...	7·3	4·3	5·8	5·9	4·6	5·3	21
21·7	22·2	16·0	...	45·1	16·1	17·4	19 8	12·1	16·6	22
54·8	52·1	85·8	55·1	37·6	72·3	93·2	75·2	90·3	74·6	23
34·3	27·2	...	20 8	30·5	48·0	33·8	35·4	46·5	37·4	24
65·7	72·8	...	79·2	69·5	53·0	66·2	64·6	53·5	62·6	25
2·7	2·6	4·3	2·8	1·9	3·6	4·6	3·8	4·5	3·7	26
84·5	99·9	60·5	94·3	137·9	71·9	55·8	69·1	57·8	67·9	27

to final heads of account.

(*e*) Including Rs. 64,943 for converting 100 ballast wagons into covered goods wagons.

(*f*) Including 2 66 miles (laid on the mixed gauge), which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·33 mile metre gauge) worked over only by the Southern Mahratta railway.

(*g*) Excluding 1·93 miles of single track laid on the metre gauge.

(*h*) Decrease due to certain credits.

STATEMENT

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES.					
		XXXIX	XLI	XLIII	XLVI	XLVIII	XLIX
		Bengal and North-Western railway system.	Rajputana-Malwa railway system. (b)	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal. (e)	Burma.
	METRE GAUGE.						
1	Mileage open on the 31st December 1897 . Miles	827·35	1,838·44	1,553·21	1,103·38	360·63	
2	Mileage of single track, including sidings . Miles	947·71	(c) 2,101·24	1,710·34	1,244·65	399·11	1,
3	Total train-mileage . . . . . Train-miles	2,033,140	5,158,861	4,113,224	3,640,615	400,079	2,806,804
4	Gross ton-mileage . . . . . Ton-miles	418,847,004	1,075,696,596	724,774,900	577,075,473	77,268,839	542,583,383
5	Total capital outlay on open line, excluding steam-boat and suspense . . . . Rs.	(a) 5,37,90,404	13,43,21,997	12,11,03,165	7,73,08,883	3,36,22,400	7,56,51,826
6	Gross earnings, excluding steam-boat . . Rs.	54,11,953	1,89,25,815	94,08,260	94,84,083	9,90,640	86,55,019
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings . Rs.	128	201	116	164	63	188
8	Five per cent. of gross earnings, excluding steam-boat . . . . . Rs.	2,70,598	9,46,291 (d)	4,70,413 (d)	4,74,204	49,532 (d)	4,32,751
9	Value* of engine stock . . . . . Rs.	21,89,614	79,02,124	45,19,979	44,39,443	14,51,057	29,12,150
10	Per mile of line open (9÷1) . . . Rs.	2,646	4,298	2,910	4,023	4,024	3,283
11	Per train mile (9÷3) . . . . Rs.	1·1	1·5	1·1	1 2	3·6	1·0
12	Per 1,000 gross ton-miles (9 × 1,000÷4) Rs.	5·2	7·3	6·2	7·7	18·8	5·4
13	Amount of earnings for each 100 rupees worth of engine stock (6 × 100÷9) . Rs.	247·2	239·5	208·1	213·6	68·3	297·2
14	Value* of coaching and goods stock . . Rs.	56,62,111	1,35,30,809	83,00,670	(d) 80,65,708	29,14,089	76,08,383
15	Per mile of line open (14÷1) . . Rs.	6,843	7,360	5,344	7,310	8,080	8,578
16	Per train-mile (14÷3) . . . . Rs.	2·7	2·7	2·0	2·2	7·3	2·7
17	Per 1,000 gross ton-miles (14 × 1,000÷4) Rs.	13·5	12·6	11·5	14·0	37·7	14·0
18	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100÷14) Rs.	95·6	139·9	113·3	117·6	34·0	113·8 (f) & (g)
19	Total value* of rolling-stock . . . . Rs	78,51,125	(d) 2,14,32,933	1,28,20,649	1,25,05,151	43,65,146	1,05,09,569
20	Per mile of line open (19÷1) . . . Rs.	9,489	11,658	8,254	11,333	12,104	11,848
21	Per train-mile (19÷3) . . . . Rs.	3·8	4·2	3·1	3·4	10·9	3·7
22	Per 1,000 gross ton-miles (19 × 1,000÷4) Rs.	18 7	19·9	17·7	21·7	56·5	19·4
23	Amount of earnings for each 100 rupees worth of rolling stock (6 × 100÷19) . Rs.	68·9	88·3	73·4	75·8	22·7	[illegible]4
24	Per cent. of value of locomotives on total capital outlay on rolling-stock (9 × 100÷19) Per cent.	27·9	36·9	35·3	35·5	33·2	27·7
25	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (14 × 100÷19) . . . . . Per cent.	72·1	63·1	64·7	64·5	66·8	72·3
26	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (8 × 100÷19) . . . . . Per cent.	3·4	4·4	3·7	3·8	1·1	4·1
27	Total value of rolling-stock per mile for each rupee earned per mile per week (20÷7) . Rs.	74·1	58·0	71·2	69·1	192·1	63·0

* Represents total cost charged

(a) Including Rs. 10,90,014 on account of interest on capital during construction.
(b) Excluding the Oodeypore-Chitor railway.
(c) Excluding 9·39 miles of standard gauge track.
(d) Decrease due to certain credits.
(e) The results shown under this railway are abnormal, chiefly owing to the undeveloped state of the traffic on the line and to the fact that certain portions of the open section damaged by the earthquake in June 1897 had to be temporarily closed during the year.

No. 10—*concld.*

metre gauge railways on the 31st December 1897 compared with earnings—concld.

State line worked by the State.		Assisted companies.				Lines owned and worked by Native States.		Foreign line.	Total and average of metre gauge railways.	Progressive No.
L Eastern Bengal.		LIII	LIV	LV	LVI	LXIX	LXXI	LXXVI		
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	Dacca section.	Deoghur.	Rohilkund and Kumaon railway system.	Bengal Dooars.	Dibru-Sadiya.	Jodhpore-Bickaneer-Jodhpore and Bickaneer sections.	Bhávnagar-Gondal-Junágad-Porbandar railway system. (*i*)	West of India Portuguese.		
478·47	85·92	4·79	285·09	36·40	77·50	364·00	(*j*)379·69	51·11	8,332·98	1
558·03	100 56	5·41	320·19	43·63	87·16	374·50	425·31	62·96	(*c*) 9,416·84	2
1,451,973	209,896	13,384	471,299	61,415	210,682	381,160	587,258	51,117	21,595,907	3
256,197,265	28,632,580	(*h*)	79,348,507	(*h*)	(*h*)	69,450,799	98,382,649	7,701,008	3,955,959,003	4
3,99,15,370	67,45,941	2,86,180	1,09,87,531	24,17,316	(*d*) 72,41,820	74,36,151	1,89,06,632	1,35,77,379	60,33,13,005	5
48,44,868	5,10,793	30,320	12,51,092	2,73,662	7,87,359	12,39,668	20,26,893	(*k*) 1,45,648	6,39,86,073	6
195	114	122	86	145	195	65	103	55	148	7
2,42,243	25,540	1,516	62,555	13,683	39,368	61,983	1,01,345	7,282	31,99,304	8
14,02,609	2,64,353	34,000	5,71,750	1,00,279	(*h*)	3,73,002	6,23,686	4,01,528	2,71,84,974	9
2,931	3,077	7,098	2,006	2,755	...	1,025	1,643	7,856	3,281	10
1·0	1·3	2·5	1·2	1·6	...	1·0	1·1	7·8	1·3	11
5·5	9·2	(*h*)	7·2	(*h*)	...	5·4	6·3	52·1	6·8	12
345·4	193·2	89·2	218·9	272·9	...	332·3	325·0	86·3	232·5	13
45,48,440	4,90,232	49,236	12,49,500	2,82,957	(*h*)	6,21,624	16,89,631	3,45,639	5,53,59,029	14
9,507	5,705	10,279	4,882	7,773	...	1,707	4,450	6,763	6,706	15
3·1	2·3	3·7	2·7	4·6	...	1·6	2·8	6·8	2·6	16
17·7	17·2	(*h*)	15·8	(*h*)	...	8·9	17·2	44·9	13·9	17
106·5	104·2	61·6	100·1	96·7	...	199·4	120·0	42·1	114·2	18
59,51,049	7,54,585	83,236	18,21,250	3,83,236	(*d*) 15,17,713	9,94,626	23,13,317	7,47,167	8,40,50,752	19
12,438	8,782	17,377	6,388	10,528	19,583	2,732	6,093	14,619	10,087	20
4·1	3·6	6·2	3·9	6·2	7·2	2·6	3·9	14·6	3·9	21
23·2	26·4	(*h*)	23·0	(*h*)	(*h*)	14·3	23·5	97·0	20·7	22
81·4	67·7	86·4	68·7	71·4	51·9	124·6	87·6	19·5	76·1	23
23·6	35·0	40·8	31·3	26·2	...	37·5	27·0	53·7	32·9	24
76·4	65·0	59·2	68·7	73·8	...	62·5	73·0	46·3	67·1	25
4·1	3·4	1·8	3·4	3·6	2·6	6·2	4·4	1·0	3·8	26
63·8	77·0	142·4	74·3	72·6	100·4	42·0	59·1	265·8	68·2	27

to final heads of account.

(*f*) Excluding Rs. 10,964 on account of receipts on capital account.
(*c*) Excluding the value of rolling-stock of the Mandalay-Kunlon railway.
(*h*) Information not available
(*i*) Excluding the Jámnagar railway.
(*j*) Including 4·50 miles of dock estate and quarry lines constructed and maintained by the states themselves.
(*k*) Excluding Rs. 34,074 on account of harbour earnings.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF INTERMEDIATE AND THIRD CLASS CARRIAGES FITTED FOR AMBULANCE PURPOSES.				* Percentage on entire stock.	NUMBER OF HORSE BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†				Number of covered goods wagons suitable for the carriage of horses but for which no fittings are available.‡
		Intermediate.	Third.	Composite intermediate and third.	Total.		Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	* Percentage on entire stock.	
	STANDARD GAUGE.															
	State lines worked by companies.															
I	EAST INDIAN	...	52	...	52	5·84	75	...	...	...	75	885	1,252	17,096	33·21	...
II	BENGAL CENTRAL	...	...	...	...	...	1	...	...	...	1	...	...	...	...	308
III	BENGAL-NÁGPUR	...	23	...	23	(b) 11·44	10	...	...	...	10	...	1,191	9,528	52·44	...
IV	INDIAN MIDLAND	...	22	...	22	10·00	5	...	10	...	15	...	750	6,000	64·10	...
	State lines worked by the State.															
XI	NORTH WESTERN (c)	...	447	4	451	45·33	108	...	26	...	134	75	(d) 4,947	41,824	67·55	...
XIII	OUDH AND ROHILKHAND	...	68	...	68	21·59	37	...	...	...	37	382	723	8,840	28·87	...
XIV	EASTERN BENGAL	16	...	...	16	(j) 6·32	6	...	4	...	10	...	493	3,944	31·28	(k) (l) 399
XVI	EAST COAST	...	...	...	...	...	6	...	...	...	6	...	548	4,384	58·11	...
	Lines worked by guaranteed companies.															
XVIII	GREAT INDIAN PENINSULA	...	29	...	29	5·23	...	...	93	...	93	1,508	...	12,064	34·33	(p) [illegible]
XIX	BOMBAY, BARODA AND CENTRAL INDIA	...	15	...	15	4·92	15	...	...	...	15	1,586	...	12,688	71·09	...
XX	MADRAS	...	28	...	28	(q) 6·98	2	...	44	...	46	1,019	395	11,312	98·81	...
	Line owned by native state and worked by company.															
XXXII	THE NIZAM'S GUARANTEED STATE	...	...	...	...	...	7	...	3	...	10	64	60	992	72·51	...

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue accounts for the second-half of 1897.

† Only such wagons as are actually provided with complete fittings are included in these columns.

(a) Including 12 third and postal composite carriages.

(b) Percentage calculated on the total intermediate and third class carriages and the total composite carriages on the line, *viz*, intermediate and third, intermediate, third and postal, and third and postal,

(c) The carriages on this line are fitted with both hooks and racks, racks are only used under the seats.

(d) Including 412 bogie carriages.

(e) Including 140 bogie carriages.

(f) Including 5 first class carriages.

(g) First, second and third class composite carriages.

(h) Including 19 intermediate and postal and 21 third and postal composite carriages.

(i) Including 3 intermediate and postal, and 25 third and postal composite carriages.

No. 11.

adapted for military purposes, as existing on the 31st December 1897.

Number of open goods wagons suitable for the carriage of artillery guns.§				Carriages fitted with hooks or racks.															
				Number fitted with.									*Percentage of number fitted on the total stock of each class.						
				Hooks.				Racks.											
Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	*Percentage on entire stock.	Second	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate.	Composite, intermediate and third.	Third.
		Tons.																	
...	2,296	34,185	90·75	...	31	(a) 30	657	...	...	...	...	...	...	...	...	...	42·46	33·71	85·32
12	...	149	19·35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
500	115	9,390	55·11	...	...	...	...	23	4	15	8	...	149	92·00	100·00	100·00	100·00	...	82·32
...	207	2,484	23·88	...	...	...	...	...	...	22	...	...	178	...	...	00·00	...	...	80·91
148	(a) 1,766	24,522	60·61	...	...	...	...	(f) 22	(g) 8	25	41	(h) 93	778	10·78	80·00	26·60	37·27	82·30	93·85
...	138	1,380	38·02	...	...	...	...	...	...	...	28	(i) 53	262	...	...	...	100·00	100 00	100·00
...	151	1,786	83·89	...	6	...	2	15	...	12	13	(m) 57	158	31·25	...	100·00	65·52	100·00	95·81
101	356	7,294	100·00	...	...	...	...	...	...	...	...	(n) 7	139	...	...	...	...	(o) 46·67	82·74
92	...	1,472	2·90	...	...	...	...	...	...	59	...	...	109	...	...	37·58	...	...	19·64
258	581	9,643	44·50	...	...	...	...	4	...	...	22	(n) 2	106	13·79	...	...	100·00	25·00	37·46
...	133	798	12·63	70	...	...	322	...	...	...	...	...	...	...	...	100·00	...	...	(q) 80·30
540	...	7,004	82·07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

‡ Including all covered goods wagons which from their dimensions and from having wooden or iron floors covered with battens are suitable for the carriage of horses.
§ Excluding wagons with doors *less* than 5′ 9″ wide and those with sides higher than 2′ 4″ from floor level, where the doors are *less* than 6′ 1″ wide.
(*j*) Percentage calculated on the total intermediate and third class carriages and the total composite carriages on the line, *viz.*, intermediate and third, intermediate and brake-van, intermediate and postal, intermediate, third and postal, third and postal, and third and brake-van.
(*k*) Capable of carrying 8 horses.
(*l*) None of these have their floors covered with wooden battens.
(*m*) Including composite carriages, *viz.*, 6 intermediate and postal, 7 intermediate and brake-van, 1 intermediate, third and postal, 3 third and postal, and 7 third and brake-vans.
(*n*) Third and postal composite carriages.
(*o*) Percentage calculated on the total intermediate and postal and third and postal composite carriages on the line.
(*p*) Capable of carrying 6 horses.
(*q*) Percentage calculated on total third and total third and postal composite carriages on the line.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY. (INCLUDING BRANCH LINES WORKED).	NUMBER OF INTERMEDIATE AND THIRD CLASS CARRIAGES FITTED FOR AMBULANCE PURPOSES.				* Percentage on entire stock.	NUMBER OF HORSE BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†				Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available.‡
		Intermediate.	Third.	Composite, intermediate and third.	Total.		Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total	Wooden.	Iron.	Total number of horses capable of being carried.	* Percentage on entire stock.	
	METRE GAUGE.															
	State lines worked by companies.															
XXXIX	BENGAL AND NORTH-WESTERN—															
	TIRHOOT SECTION . .	...	...	...	...	...	...	20	...	...	20	74	...	296	3·28	...
	COMPANY'S SECTION .															
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . .	...	...	...	...	...	...	3	...	...	3	3	...	12	0·71	...
XLI	RAJPUTANA-MALWA .	...	26 (a)	...	26	2·93 (b)	...	82	...	...	82	344	...	(c)	7·82	312 (d)
XLIII	SOUTHERN MAHRATTA .	...	3	...	3	0·62	...	36	...	...	36	...	100	400	3·18	...
XLVI	SOUTH INDIAN . .	...	15	...	15	2·33 (l)	...	10	...	20	30	17	250	1,602	14·13	1,623
XLVIII	ASSAM-BENGAL . .	...	...	...	...	...	...	6	...	...	6	400	...	1,600	73·94	141 (p)
XLIX	BURMA	...	68	...	68	20·99	...	36	...	...	36	95 (q)	50	580	6·68	315
	State line worked by the State.															
L	EASTERN BENGAL—															
	Northern and Behar sections (including the Kaunia-Dharila, 2′ 6″ gauge, branch) . .	...	...	...	...	...	...	12	...	...	12	...	102	408	5·83	492 (u) (v)
	DACCA SECTION . .	...	...	...	...	...	...	2	...	...	2	...	...	...	...	125 (p) (u)
	Assisted companies.															
LIV	ROHILKUND AND KUMAON (Company's section) .	...	...	...	...	...	...	2	...	...	2	...	...	...	...	...
LV	BENGAL DOOARS . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	DIBRU-SADIYA . .	...	...	..	...	...	...	...	...	1	1	...	...	...	...	133 (z)
	Lines owned and worked by native states.															
LXIX	JODHPORE-BICKANEER —															
	JODHPORE SECTION .	...	...	...	...	...	...	4	...	1	5	...	...	...	...	...
	BICKANEER SECTION .															
LXXI	BHÁVNAGAR GONDAL-JUNÁGAD-PORBANDAR .	...	...	...	...	...	...	11 (aa)	...	...	11	...	...	...	...	145 (p)

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue accounts for the second-half of 1897.

† Only such wagons as are actually provided with complete fittings are included in these columns.

(a) Including 21 bogie carriages.

(b) Percentage calculated on the total intermediate and third class, and the total composite carriages on the line, *viz.*, second and third, intermediate and postal, and third and postal.

(c) Two hundred and ten capable of carrying 6 horses each, and 134, nine ponies each.

(d) Capable of carrying 6 horses each.

(e) Including 953 bogie carriages.

(f) Including 24 third and postal composite carriages.

(g) Including 59 bogie carriages.

(h) Percentage calculated on the total second and third, and the total composite carriages on the line, *viz.*, intermediate and third, intermediate and postal, and third and postal.

(i) Including 12 bogie carriages.

(j) Two third and postal and 17 third and brake-van composite carriages.

(k) Including 42 bogie carriages.

(l) Percentage calculated on the total third class carriages, and the total composite carriages on the line, *viz.*, third and postal, and third and brake-van.

(m) Including 20 bogie carriages.

(n) Including 20 first, second and third class composite carriages.

No. 11—*concld.*

adapted for military purposes, as existing on the 31st December 1897—concld.

Number of open goods wagons suitable for the carriage of artillery guns.§				Carriages fitted with hooks or racks.															
				Number fitted with										* Percentage of number fitted on the total stock of each class.					
				Hooks.				Racks.											
Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	* Percentage on entire stock.	Second.	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate.	Composite, intermediate and third.	Third.	Composite, first and second.	Composite, first and third.	Second.	Intermediate.	Composite, intermediate and third.	Third.
		Tons.																	
...	53	504	12·96	...	...	...	...	...	...	...	...	17	238	...	...	...	...	53·12	66·29
...	...	...	...	...	...	...	...	...	...	...	1	6	59	...	...	...	100·00	100·00	100·00
...	(e) 1,944	19,956	79·57	...	...	...	...	2	...	2	8	(f) 31	(g) 206	4·00	...	2·02	16·00	(h) 48·44	26·65
111	499	3,803	44·13	...	...	...	...	(i) 38	...	36	...	(j) 19	(k) 298	58·46	...	87·80	...	10·98	49·38
...	...	...	...	...	...	...	...	...	(m) & (n) 29	...	...	(o) 16	465	...	100·00	...	...	100·00	74·04
...	60	1,020	13·79	...	...	...	...	...	...	...	...	...	73	...	...	...	...	...	100·00
...	286	1,790	40·45	...	...	...	...	(r) 11	(s) 5	12	...	...	(t) 311	26·19	100·00	25·00	...	...	86·15
...	66	391	22·68	...	...	...	...	24	...	10	30	(w) 23	153	77·42	...	100·00	93·75	88·46	92·73
...	2	12	16·67	...	1	(x) 7	30	5	...	4	...	2	...	100·00	...	100·00	50·00	81·82	100·00
...	...	...	...	...	...	...	...	...	...	...	2	1	14	...	...	...	100·00	100·00	100·00
...	...	...	...	3	...	...	...	...	...	...	...	(y) 2	12	100·00	...	...	...	100·00	80·00
294	70	2,361	59·28	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	22·22
...	40	244	100·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	4·08

‡ Including all covered goods wagons which from their dimensions and from having wooden or iron floors covered with battens, are suitable for the carriage of horses.
§ Excluding wagons with doors *less* than 5′ 9″ wide, and those with sides higher than 2′ 4″ from floor level, where the doors are *less* than 6′ 1″ wide.
(*o*) Including 2 third and postal and 14 third and brake-van composite carriages. Of the 14, 6 are bogies.
(*p*) Capable of carrying 4 horses each.
(*q*) Including 75 bogie carriages.
(*r*) Bogie carriages.
(*s*) Second and third class composite carriages.
(*t*) Including 37 bogie carriages.
(*u*) Breast bars not fitted nor their floors covered with battens, but from their dimensions are suitable for the carriage of horses.
(*v*) Four horses can be carried in each of 172 wagons and 4 ponies in each of the remainder.
(*w*) Including 3 third and postal and 3 third and brake-van composite carriages and 1 prison van.
(*x*) Including 2 third and postal composite carriages.
(*y*) Including 1 intermediate and postal composite carriage.
(*z*) Capable of carrying 2 horses each.
(*aa*) Six of these are cattle trucks.

STATEMENT No. 12.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1897.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED.)	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.							Proportion per cent.			REMARKS.
		Locomotives.		Vehicles.*			Number of miles run by trains fitted or partially fitted.	Total train-mileage of all descriptions.	Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.						
	STANDARD GAUGE.											
	State lines worked by companies.											
I	EAST INDIAN .	89	541	897	128	10,706	2,103,027	13,206,958	14·13	8·74	15·92	
II	BENGAL CENTRAL .	...	23	...	...	593	...	406,370	...	...	...	
III	BENGAL-NÁGPUR .	...	118	...	34	3,795	...	1,800,272	...	0·89	...	
IV	INDIAN MIDLAND .	66	59	108	23	2,426	348,867	1,756,824	52·80	5·12	19·86	
	State lines worked by the State.											
XI	NORTH WESTERN .	412	210	2,006	183	10,803	2,908,459	9,107,303	66·24	16·85	31·94	
XIII	OUDH AND ROHILKHAND	40	(a) 126	302	18	4,719	421,210	2,296,607	24·10	6·35	18·34	(a) Including 17 locomotives fitted with Westinghouse brakes.
XIV	EASTERN BENGAL .	35	69	206	82	2,260	806,930	2,032,187	33·65	11·30	39·71	
XV	CALCUTTA PORT COMMISSIONERS'	...	8	...	...	372	...	(b)	...	...	...	(b) Information not available.
XVI	EAST COAST . .	12	45	5	...	1,722	(c)	1,017,891	21·05	0·29	...	(c) Brakes not brought into use.
	Lines worked by guaranteed companies.											
XVIII	GREAT INDIAN PENINSULA.	180	425	1,316	...	8,286	3,317,104	9,096,798	29·75	13·71	36·46	
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	89	73	421	54	4,289	1,130,897	2,848,067	54·94	9·97	39·71	
XX	MADRAS . . .	31	135	199	43	3,533	271,567	2,647,436	18·67	6·41	10·26	
	Line owned by native state and worked by company.											
XXXII	THE NIZAM'S GUARANTEED STATE.	...	50	20	...	968	(b)	909,620	...	2·02	...	
	TOTAL STANDARD GAUGE.	954	1,882	5,480	565	54,472	11,308,061	47,126,333	33·64	9·99	23·99	

* Excluding cranes.

STATEMENT No. 12—*concld.*

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1897*—concld.

Classification No.	RAILWAY. (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES									REMARKS.
		Locomotives.		Vehicles.†				Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.	Number of miles run by trains fitted or partially fitted.	Total train-mileage of all descriptions.	Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	METRE GAUGE.											
	State lines worked by companies.											
XXXIX	BENGAL AND NORTH-WESTERN . . .	...	110	...	...	3,644	...	2,143,555	...	...	...	
XLI	RAJPUTANA-MALWA .	...	426	...	...	8,590	...	5,204,563	...	...	...	
XLIII	SOUTHERN MAHRATTA	...	(a)219	...	...	(b)5,596	...	4,113,227	...	...	...	(a) Excluding the tender of a condemned engine, and 3 locomotives fitted with Westinghouse brakes.
XLVI	SOUTH INDIAN . .	24	181	99	40	4,108	5,12,175	3,640,615	11·71	3·27	14·07	(b) Including 18 vehicles fitted with Westinghouse brakes and 1 with pipe.
XLVIII	ASSAM-BENGAL . .	44	9	141	...	1,093	(c)	400,079	83·02	11·43	...	(c) Brakes not brought into use.
XLIX	BURMA . . .	...	147	...	...	4,243	†	2,806,804	...	...	...	
	State line worked by the State.											
L	EASTERN BENGAL—											
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlia, 2′ 6″ gauge, branch) . . .	13	66	121	26	2,297	203,498	1,451,973	16·45	6·01	14·02	
	DACCA SECTION . .	...	12	...	...	323	...	209,896	...	...	...	
	Assisted companies.											
LIII	DEOGHUR . . .	...	3	...	...	20	...	13,384	...	...	...	
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . .	...	27	...	...	834	...	471,299	...	...	...	
LV	BENGAL DOOARS . .	...	4	...	...	132	...	61,415	...	...	...	
LVI	DIBRU-SADIYA . .	...	18	...	...	862	...	210,682	...	...	...	
	Lines owned and worked by native states.											
LXIX	JODHPORE-BICKANEER .	...	17	...	...	301	...	331,160	...	...	...	
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR.	...	33	...	...	1,120	...	587,258	...	...	...	
LXXIII	JÁMNAGAR . .	...	...	...	...	128	...	30,143	...	...	...	
	TOTAL METRE GAUGE* .	81	1,272	361	66	33,291	715,673	21,726,055	5·98	1·27	3·29	

* Excluding the West of India Portuguese railway for which information is not available.
† Excluding cranes.

STATEMENT No. 13.

Number of carriages fitted with retiring accommodation for females on the 31st December 1897 in accordance with section 64 of Act IX, 1890.

Classification No.	RAILWAY.	Intermediate class.	Third class.	Total.	REMARKS.
	STANDARD GAUGE.				
	State lines worked by companies.				
I	EAST INDIAN	38	61	99	
II	BENGAL CENTRAL	3	5	8	
III	BENGAL-NÁGPUR	...	20	20	
IV	INDIAN MIDLAND	...	20	20	
	State lines worked by the State.				
XI	NORTH WESTERN	90	(a)106	196	(a) Of these, 27 are bogie carriages.
XIII	OUDH AND ROHILKHAND	6	36	42	
XIV	EASTERN BENGAL	5	(b)22	27	(b) Including 16 intermediate and third class composites.
XVI	EAST COAST	(c)6	(d)12	18	(c) Three of these are third and intermediate composites with bath-rooms, and in the remaining three, three-fourths is intermediate with bath-rooms, and one-fourth is postal.
	Lines worked by guaranteed companies.				
XVIII	GREAT INDIAN PENINSULA	...	120	120	
XIX	BOMBAY, BARODA AND CENTRAL INDIA	6	15	21	(d) In each of two of these one-sixth is postal.
XX	MADRAS	...	48	48	
	Line owned by native state and worked by company.				
XXXII	THE NIZAM'S GUARANTEED STATE	...	16	16	
	METRE GAUGE.				
	State lines worked by companies.				
XXXIX	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	...	32	32	
	COMPANY'S SECTION				
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	(e)5	...	5	(e) Composite intermediate and third class carriages with latrine accommodation in both compartments.
XLI	RAJPUTANA-MALWA	...	65	65	
XLIII	SOUTHERN MAHRATTA	...	(f)57	57	(f) Of these, 7 are bogie carriages.
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)				
XLVI	SOUTH INDIAN	...	(g) 44	44	(g) Including 10 third class carriages on bogie frame.
XLVIII	ASSAM-BENGAL	...	4	4	
XLIX	BURMA	(h)5	30	35	(h) Bogie second and third class composite carriages.
	State line worked by the State.				
L	EASTERN BENGAL—				
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	21	(i) 26	47	(i) Including 6 intermediate and third class composites.
	DACCA-SECTION	...	(j) 6	6	(j) Including 4 intermediate and third class composites.
	Assisted companies.				
LIII	DEOGHUR	...	(k) 1	1	(k) One compartment of a composite carriage.
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION)	(l)3	...	3	(l) Composite intermediate and third class carriages with latrine accommodation in both compartments. The intermediate halves of two carriages have been set apart for the use of the Postal department.
LVI	DIBRU-SADIYA	...	9	9	
	Lines owned and worked by native states.				
LXIX	JODHPORE-BICKANEER—				
	JODHPORE SECTION	...	10	10	
	BICKANEER SECTION				
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR				
LXXII	JETALSAR-RÁJKOT	...	14	14	
LXXIII	JÁMNAGAR				
	SPECIAL GAUGE.				
	Assisted company.				
LXXXI	DARJEELING-HIMALAYAN (2′ 0″)	...	2	2	

CHAPTER VII.

Capital.

The total capital outlay on Indian railways up to the 31st December 1897, including lines under construction and survey, etc., *adopted for administrative purposes* in this report (*vide* statement No. 17, as also those in paragraphs 13 and 14 of chapter VIII), is Rs. 2,85,21,17,840, allocated as follows:

		Rs.	£
State railways—*vide* details on pages 88 to 92	.	1,70,42,17,465	
State lines leased to companies, pages 96 and 97	.	38,22,46,617	28,762,001
Guaranteed railways . . pages 96 and 97	.	50,70,97,639	46,482,455
Assisted companies*	.	10,92,14,135	
Native state lines . . pages 93 to 95	.	12,38,52,523	
Foreign lines†	.	1,75,01,793	
		2,84,41,30,172	
Surveys . . . page 92 .	.	49,11,956	
Collieries . . . page 92 .	.	30,75,712	
		2,85,21,17,840	

The figures for state railways do not include indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue. In the case of the lines which have been acquired by the State from guaranteed railway companies, the figures are based on the purchase money (including *premia*) converted at the rate of £1=10 rupees *plus* outlay incurred by the State since the date of purchase.

For the state lines leased to companies and the guaranteed railways, the conversion of rupee outlay into sterling is made at the rates of exchange applicable in each case under the respective contracts.

For *statistical purposes*, however, *i.e.*, all statements, etc., except those referred to above, it is necessary to base results on the actual expenditure incurred in the construction of railways. The outlay on open lines, including steam-boat service and suspense accounts, on this basis, to the 31st December 1897, *viz.*, Rs. 2,59,57,39,009, is given in statement No. 22 on pages 102 to 104 and represents, in the case of lines which have been acquired by the State from guaranteed railway companies, the capital expenditure by companies in rupees up to the date of purchase *plus* subsequent outlay by the State.

	Rs.
* As per details on pages 102 to 104	5,46,94,940
Add—South Behar railway (under construction)	62,72,347
Hardwar-Dehra (under construction)	1,96,017
Tápti Valley railway (under construction)	20,96,294
Bengal and North-Western railway (Company's section) (including lines under construction)	4,09,63,963
Rohilkund and Kumaon (Company's section) (under construction) . . .	7,056
Bengal Dooars (under construction)	72,151
Brahmaputra-Sultanpur (under coustruction)	2,02,919
Mymensingh-Jamalpur-Jagannathganj railway (under construction) . . .	3,54,688
Segowlie-Raksaul railway (under construction)	6,68,783
Nílgiri railway (under construction)	36,84,977
TOTAL .	10,92,14,135
† As per details on page 104	1,69,08,711
Add—Káraikkal-Peralam railway (under construction)	5,93,082
TOTAL .	1,75,01,793

The total difference between the two methods of stating the capital outlay of the acquired railways amounts to Rs. 8,09,36,079. Details for each railway will be found at foot of pages 88 and 89.

2. Up to the 31st December 1897, the total amount of sterling capital raised by the various guaranteed railway companies was £46,512,239, and for state lines leased to companies, £28,741,207, or in all £75,253,446 as under :

STATEMENT No. 14.

Guaranteed railways.

Particulars.	XVIII. Great Indian Peninsula railway.	XIX. Bombay, Baroda and Central India railway.	XX. Madras railway.	TOTAL.
	£	£	£	£
Share capital @ 5 per cent. . . .	20,000,000	7,550,300	8,757,670	36,307,970
Share capital @ 4¾ per cent. . . .	...	...	999,960	999,930
Share capital @ 4½ per cent. . . .	...	...	500,000	500,000
Debentures @ 3½ per cent. . . .	...	788,500	100,000	888,500
Debentures @ 3 per cent. . . .	1,068,800	300,000	332,700	1,701,500
Debentures @ 2¾ per cent. . . .	300,000	...	60,000	360,000
Debentures @ 2½ per cent. . . .	1,602,100	849,400	505,300	2,956,800
Debenture stock @ 4 per cent. . . .	2,701,450	...	...	2,701,450
Capital not bearing interest . . .	60,165	28,568	7,326	96,059
TOTAL .	25,732,515	9,516,768	11,262,956	46,512,239

The capital not bearing interest is made up thus—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	Total.
	£	£	£	£
Premium on share capital	293,449	29,568	12,039	335,056
Less—				
Discount on debenture stock	*225,891*	...	...	*225,891*
„ debentures at 2½ per cent.	*7,393*	*1,000*	*4,713*	*13,106*
Balance excess premium	60,165	28,568	7,326	96,059

STATEMENT No. 15.

State lines leased to companies.

Particulars.	II	III	IV	XL	XLIII	XLV	XLVIII	XLIX	TOTAL.
	Bengal Central railway.	Bengal-Nágpur railway.	Indian Midland railway.	Lucknow-Bareilly section (Rohilkund and Kumaon railway.)	Southern Mahratta railway (including Bellary-Kistna railway).	Mysore section (Southern Mahratta railway,)	Assam-Bengal.	Burma.	
	£	£	£	£	£	£	£	£	£
Share capital @ 4 per cent.	...	3,000,000	3,000,000	...	...	...	...	...	6,000,000
Share capital @ 3½ per cent.	500,000	...	...	...	3,500,000	...	1,500,000	...	5,500,000
Share capital @ 2¾ per cent	...	...	...	...	..	...	...	1,836,462	1,836,462
Advances from money raised under Act 51 Vict., Cap. 5.	500,000	2,760,000	1,345,000	...	2,129,900	...	...	...	6,734,900
Debentures @ 3¼ per cent.	...	...	...	147,000	688,100	...	...	...	835,100
Debentures @ 3 per cent.	...	1,500,000	1,000,000	...	255,000	...	500,000	...	3,255,000
Debentures @ 2¾ per cent.	...	...	171,200	...	...	...	...	...	171,200
Debentures @ 2½ per cent.	...	900,000	1,832,900	...	100,000	...	300,000	...	3,132,900
Debenture stock @ 4 per cent.	...	...	...	...	...	1,200,000	...	...	1,200,000
Capital not bearing interest	...	15,128	—6,825	...	30,207	24,000	13,135	...	75,645
TOTAL	1,000,000	8,175,128	7,342,275	147,000	6,703,207	1,224,000	2,313,135	1,836,462	28,741,207

The capital not bearing interest is made up thus:—

	Bengal-Nágpur.	Indian Midland.	Southern Mahratta.	Mysore.	Assam-Bengal.	Total.
	£	£	£	£	£	£
Premium on share capital and debenture stock	17,628	5,675	30,957	24,000	15,385	93,645
Less— Discount on debentures at 2½ per cent.	*2,500*	*12,500*	*750*	...	*2,250*	*18,000*
Balance excess premium	15,128	—6,825	30,207	24,000	13,135	75,645

3. The following tables contain further information in detail regarding the capital transactions of the different railways:

STATEMENT No. 16.

Debenture loans on the 31st December 1897.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	Remarks.
	Guaranteed.	£				
XVIII	GREAT INDIAN PENINSULA	1,068,800		3	30th June 1902.	
		300,000		2¾	31st December 1902	
		300,000		2½	30th June 1903.	
		300,000		2½	5th February 1904.	
		1,002,100		2½	30th June 1904.	
			2,970,900			
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	232,000		3¼	1st February 1898.	
		20,500		3¼	1st August 1898.	
		536,000		3¼	1st December 1898.	
		300,000		3	1st January 1902.	
		100,000		2½	5th May 1903.	
		149,400		2½	15th June 1903.	
		500,000		2½	10th July 1903.	
		100,000		2½	1st April 1904.	
			1,937,900			
XX	MADRAS	100,000		3¼	31st December 1898.	
		14,200		3	30th June 1899.	
		140,000		3	30th June 1900.	
		100,000		2½	31st October 1900.	
		102,200		2½	31st December 1900.	
		178,500		3	30th June 1902.	
		60,000		2¾	31st December 1902.	
		200,000		2½	31st December 1903.	
		3,100		2½	30th June 1904.	
		100,000		2½	30th June 1904.	
			998,000			
	TOTAL GUARANTEED	...	5,906,800			
	Carried over	...	5,906,800			

STATEMENT No. 16—*concld.*

Debenture loans on the 31st December 1897—concld.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	Remarks.
	Brought forward .	...	5,906,800			
	State lines leased to companies.					
III	BENGAL-NÁGPUR . .	1,234,400		3	18th February 1900	
		265,600		3	18th February 1902	
		500,000		2½	10th July 1903.	
		400,000		2½	10th May 1904.	
			2,400,000			
IV	INDIAN MIDLAND . .	1,000,000		2½	31st December 1900.	
		1,000,000		3	30th June 1901.	
		171,200		2¾	31st December 1902.	
		250,000		2½	31st December 1902.	
		582,900		2½	30th June 1903.	
			3,004,100			
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON). The sum of Rs. 20,34,195 raised by the issue of these sterling debentures was paid into the Government Treasury, Calcutta.	...	147,000	3¼	1st July 1898.	
XLIII	SOUTHERN MAHRATTA .	88,100		3¼	1st October 1898.	
		600,000		3¼	1st April 1899.	
		255,000		3	1st October 1901.	
		100,000		2½	1st April 1904.	
			1,043,100			
XLVIII	ASSAM-BENGAL . .	500,000		3	4th July 1902.	
		300,000		2½	13th April 1905.	
			800,000			
	TOTAL STATE .	...	7,394,200			
	Purchased by the State.					
I	EAST INDIAN . . .	150,000		2½	27th July 1902.	
		300,000		2½	19th June 1904.	
		500,000		2½	5th March 1905.	
			950,000			
	GRAND TOTAL .	...	14,251,000			

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED									
	STANDARD GAUGE.									
	Open lines.									
	I. East Indian.	V. Bhopal-Itársi (British section.)	VI. Godhra-Rutlam-Nágdá.	VII. Wardha Coal.	VIII. Dhond-Manmád.	IX. Bezwada extension (East Coast) State.	X. Madras-Ennúr section (Bezwada-Madras).	XXXIX. Bengal and North-Western (Tirhoot section).	XL. Lucknow-Bareilly section (Rohilkund and Kumaon).	XLI. Rajputana-Malwa.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	37,20,00,000	...	...	...	...	...	...	...	...	...
Overdrawn capital	26,45,269	...	...	...	...	...	...	...	...	...
Preliminary expenses	2,49,403	...	1,80,422	91,642	1,28,698	15,319	2,263	1,83,608	1,28,279	22,71,750
Land	13,85,503	...	28,695	4,745	98,834	47,109	96,569	10,91,119	1,49,359	13,34,654
Formation	18,80,119	...	60,12,858	3,02,318	9,14,803	1,83,575	36,053	10,97,932	2,98,171	72,77,678
Bridgework	81,17,331	...	41,32,971	10,51,024	22,12,654	1,55,459	33,525	41,79,569	4,79,483	2,16,27,748
Fencing, etc.	7,58,152	...	2,73,851	2,24,499	4,80,294	19,878	42,210	9,17,219	95,675	29,58,436
Electric telegraph	...	...	4,065	...	...	...	3,142	14,026	...	...
Ballast and permanent-way.	1,68,35,617	...	46,79,747	17,51,227	50,23,477	6,20,893	2,90,949	80,90,718	22,62,741	3,72,11,731
Stations and buildings	85,72,639	...	13,12,398	3,69,116	9,12,828	3,08,534	60,401	32,38,243	5,96,221	1,83,83,071
Colliery works	11,23,908	...	...	...	...	...	...	...	...	...
Plant	16,49,720	...	56,708	2,19,460	1,87,833	9,464	8,653	5,88,303	1,15,281	30,78,226
Ferries	8,32,145	...	...	...	...	...	...	5,45,099	...	...
Rolling-stock	1,25,95,783	...	...	3,79,332	17,298	20,384	...	37,71,333	6,57,002	2,14,33,040
General charges	20,51,756	...	7,86,224	4,52,588	7,76,472	1,17,275	18,853	13,65,568	3,06,580	83,44,618
Suspense accounts	1,11,01,534	...	...	...	12,072	...	...	2,65,454	...	32,74,064
Exchange	...	...	...	1,90,918	6,56,990	...	...	7,84,690	42,150	50,75,830
Deduct—										
Receipts on capital account.	*9,13,691*	...	*11,678*	*40,544*	*15,719*	*2,472*	...	*91,290*	*9,803*	*2,76,053.*
Deduct=										
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc	*91,18,159*	...	...	...	...	...	...	...	...	...
TOTAL	§ 43,17,67,029	* 22,97,134	1,74,56,261	49,96,325	1,14,06,534	14,95,418	5,92,618	2,60,41,591	51,21,139	13,19,94,793

* Excluding Rs. 60,570 incurred on surveys of the Bhopal-Itársi railway shown under completed surveys, as it was decided by Government to
† Expenditure incurred by Government to the 31st December 1887, including liabilities on that date and law charges debitable to Government
‡ The total outlay is made up of Rs. 35,24,09,863 on commercial section and Rs. 14,27,35,519 on military section.

	East Indian. Rs.	South Indian. Rs.
§ Total cost to the State in acquiring guaranteed lines *plus* subsequent outlay (1)	43,17,67,029	8,33,80,017
Deduct—"Purchase of line" and "Overdrawn capital" as shown above	37,46,46,269	5,69,25,570
Less—Undrawn capital at the time of purchase	...	—24,296
	5,71,21,760	2,64,78,743
Add—Outlay incurred by the guaranteed companies to the time of purchase	33,95,14,682	5,01,68,115
Total expenditure ncurred on construction of line to the 31st December 1897 (2)	39,66,36,442	7,66,46,858
Difference between (1) and (2)	3,51,30,587	67,32,159

No. 17.

appropriated to the various undertakings to the 31st December 1897.

BY COMPANIES.									STATE LINES WORKED BY THE STATE.				
METRE GAUGE.									STANDARD GAUGE.				
Open lines.						*Under construction.*			*Open lines.*				
XLII. Pálanpur-Deesa (British section).	XLIV. Guntakal-Mysore frontier.	XLVI. South Indian.	XLVII. Máyavaram-Mutupet.	XLIX. Burma.	Bellary-Kistna.†	XXXIX. Bengal and North-Western (Tirhoot section extensions).	XLVIII. Assam-Bengal.	XLIX. Burma (Mandalay-Kunlon section).	XI. North Western.‡	XII. Hyderabad Shadipalli.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XV. Calcutta Port Commissioners'.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	5,69,25,570	...	...	...	...	...	...	14,00,91,244	...	10,33,60,490	4,41,55,749	...
...	...	...	...	...	...	...	...	...	28,70,470	...	...	4,24,483	...
...	59,327	4,79,451	16,171	11,46,536	2,24,761	33,648	...	3,85,058	32,74,314	36,350	76,228	1,35,778	28,444
...	28,270	3,87,484	1,79,138	11,32,072	83,002	3,48,216	...	2,050	27,20,417	25,365	2,45,068	25,08,616	41,44,509
...	7,83,879	30,53,112	2,42,935	97,80,980	32,25,779	1,36,165	...	4,08,636	5,50,99,078	1,39,768	5,04,974	11,54,862	4,25,932
...	20,32,615	64,93,668	8,46,725	1,21,08,246	19,50,678	6,94,513	...	68,495	8,29,16,305	2,75,131	40,26,471	28,44,358	4,25,443
...	56,997	2,43,558	30,018	27,68,610	1,04,683	3,775	...	113	37,72,278	18,987	4,70,240	3,95,757	52,021
...	1,345	26,088	2,536	9,238	...	...	...	...	1,71,957	...	...	...	...
...	18,24,260	65,58,631	6,72,051	2,06,46,247	28,64,839	5,21,330	...	1,85,017	9,28,38,874	10,04,965	48,31,256	1,02,85,711	9,11,628
...	4,72,850	22,47,260	2,14,281	74,66,544	12,84,829	5,699	...	1,14,411	2,80,76,575	1,69,774	18,40,910	43,44,185	3,67,919
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	28,579	4,42,812	13,873	14,82,460	7,49,875	309	...	...	83,10,550	19,519	70,770	4,54,044	...
...	...	...	...	6,91,823	...	67,064	...	...	5,96,312	26,907	...	3,31,465	...
...	6,14,458	55,50,201	...	1,03,88,236	8,15,118	6,32,065	...	2,71,146	4,11,31,901	3,577	17,56,413	58,95,408	7,13,975
...	...	22,52,884	2,74,126	65,46,966	15,74,427	2,71,839	...	3,57,029	2,13,63,329	1,17,521	4,73,455	14,05,122	8,734
...	...	23,98,372	...	...	32,29,347	23,46,071	...	...	98,56,666	...	21,19,561	26,90,404	...
...	...	2,42,360	...	12,50,610	4,91,090	...	...	...	94,55,880	...	...	2,24,460	...
...	*82*	...	...	*2,17,935*	*20,012*	*2,187*	...	*370*	*25,64,117*	*68*	*1,75,985*	*2,34,412*	...
...	...	*39,26,434*	...	...	...	...	...	...	*48,36,651*	...	*33,02,073*	*7,27,880*	...
2,33,264	59,02,498	§ 8,33,80,017	24,91,854	(b) 7,52,00,633	1,65,78,416	50,58,507	(a) 3,13,66,223	(b) 17,91,585	§ 19,51,45,382	18,37,796	§ 11,62,97,798	§ 7,62,88,110	70,78,605

omit this expenditure from the capital account of the railway.
after the transfer of the line.

North Western.	Oudh and Rohilkhand.	Eastern Bengal.	TOTAL.
Rs.	Rs.	Rs.	Rs.
49,51,45,382	11,62,97,798	7,62,88,110	1,20,28,78,346
14,29,61,714	*10,33,60,490*	*4,46,80,232*	*72,24,73,275*
...	*—8,41,459*	...	*—8,65,765*
35,21,83,668	1,37,78,767	3,17,07,878	48,12,70,816
12,37,10,012	9,16,17,643	3,56,60,189	64,06,70,541
47,58,93,680	10,53,96,410	6,73,67,967	1,12,19,41,357
1,92,51,702	1,09,01,388	89,20,143	8,09,36,979

(a) Expenditure charged to Part I of the Capital account, Rs. 33,06,824 and to Part II, Rs. 2,80,59,399. Details of the latter amount cannot be given.
(b) Outlay to the 31st August 1896; subsequent outlay included in statement No. 19.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED BY THE STATE—*contd.*										
	STANDARD GAUGE—*concld.*										
	Open lines—concld.	*Under construction.*									
		XI. North Western.					XIII. Oudh and Rohilkhand (Rae Bareli-Benares).	XIV. Eastern Bengal (Rajbári Faridpur).	XVI. East Coast (Gódávari bridge)	XVII. Bezwada-Madras (Ennúr-Bezwada section).	
	XVI. East Coast.	Mári-Attock.	Indus Bridge.	Lyallpur Khanewal.	Jullundur Hoshiarpur. (*a*)	Ludhiána-Ferozepore. (*a*)					Agra-Delhi chord. (*a*)
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	...	...	...	...	...	...	...
Preliminary expenses	3,49,717	3,79,152	31,227	...	...	...	52,844	743	31,940	1,44,949	...
Land	16,07,613	1,94,778	73,418	...	15,512	28,312	1,85,553	34,105	*—1,830*	4,22,496	7,622
Formation	59,66,452	49,81,823	1,04,456	23,145	...	...	3,47,665	36,340	2,426	12,04,389	...
Bridgework	1,33,41,296	37,42,383	4,76,364	18,428	...	...	7,84,419	24,607	2,40,645	32,37,899	...
Fencing, etc.	3,88,116	2,446	5,131	568	...	...	1,53,046	18	71	27,898	...
Electric telegraph	...	...	...	...	...	...	...	...	...	...	...
Ballast and permanent-way	1,79,54,786	12,98,014	88,475	2,06,838	...	...	30,41,245	4,552	36,964	48,61,100	...
Stations and buildings	30,40,075	1,69,706	1,887	54,086	...	...	5,43,948	17,012	...	1,60,184	...
Colliery works	...	...	...	...	...	...	...	...	...	...	...
Plant	9,48,169	2,734	1,78,046	...	...	...	1,468	757	...	...	...
Ferries	4,86,495	...	...	...	...	...	...	...	...	...	...
Rolling-stock	74,23,198	7,000	...	...	...	...	1,22,720	...	...	26,251	...
General charges	35,60,501	7,99,598	1,33,485	22,824	...	...	3,07,369	6,938	1,41,360	10,55,392	4,464
Suspense accounts	15,52,814	13,51,551	3,57,924	2,12,252	...	...	12,05,994	...	4,35,088	30,55,036	...
Exchange	...	...	...	...	...	...	...	...	...	...	...
Deduct—											
Receipts on capital account	*59,238*	*14,478*	*1,185*	...	...	...	*1,011*	...	*1,604*	*7,190*	...
Deduct—											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc	...	...	...	...	...	...	...	...	...	...	...
TOTAL	5,65,59,994	1,29,14,707	14,49,228	5,38,141	15,512	28,312	67,45,262	1,25,072	8,85,060	1,41,88,398	12,086

(*a*) Commencement of work was not authorised at the end of 1897.

No. 17—*contd.*

appropriated to the various undertakings to the 31st December 1897—contd.

STATE LINES WORKED BY THE STATE—*concld.*						UNCLASSIFIED EXPENDITURE.						
METRE GAUGE.					SPECIAL GAUGE.							
Open lines.			*Under construction.*		*Open line.*							
L. Eastern Bengal.		LI. Cawnpore-Burhwal (metre gauge link).	L. Eastern Bengal (Teesta bridge).	LII. Shadi-palli-Balotra (British section).	LXXX. Jorhát (2′ 0″).	Frontier railway reserve material.	Peshawar railway reserve material.	Southern Mahratta. *	Bilaspur-Etawah survey.	Vizagapatam-Raipur†	Ránaghat-Bhagwangola†	Nágpur-Chattisgarh depreciation account.
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	Dacca section.											
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...
1,97,091	1,27,798	31,729	200	...	388	...	...	...	75,132	2,45,035	83,816	...
13,31,546	5,32,185	58,759	...	...	6,131	...	...	...	...	...	1,01,972	...
34,16,264	6,98,127	1,37,609	2	564	81,469	...	...	...	...	...	90,698	849
77,81,404	5,90,702	2,65,770	43,560	...	65,245	...	...	...	...	...	...	1,46,285
10,98,604	1,08,963	1,07,082	...	...	2,999	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...
1,05,04,501	17,79,739	12,09,513	1	...	3,16,748	...	...	...	...	...	...	2,83,197
44,90,598	12,74,808	3,60,147	...	...	89,452	...	...	...	...	...	...	23,726
...	...	...	...	...	...	...	...	...	...	...	...	...
12,27,629	2,18,981	4,736	750	...	56,039	...	...	...	...	...	546	2,718
9,94,824	...	...	...	...	...	...	...	...	...	...	...	...
59,52,126	7,54,950	...	...	...	1,94,449	...	...	...	...	...	...	2,00,275
30,43,924	3,63,574	1,02,987	...	972	41,248	33,445	...	...	...	...	25,681	...
...	...	...	...	...	51,371	43,57,731	3,67,759	...	...	...	...	...
11,46,540	3,06,530	...	...	...	...	...	...	...	...	...	...	...
2,74,856	*10,416*	*765*	...	...	*3,124*	22	...	...	...	...	*263*	*12*
...	...	...	...	...	...	...	...	...	...	...	...	...
4,09,10,195	67,45,941	22,77,567	44,513	1,536	9,02,415	43,91,154	3,67,759	5,27,070	75,132	2,45,035	3,02,450	6,57,038

* Represents amount of depreciation, &c., allowed on works and stores on transfer to the company.

† In abeyance.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	Unclassified expenditure—*concld.*			Total State lines.	Surveys (excluding abandoned surveys.)			Collieries.*			Grand total State lines, surveys and Collieries.
	Petroleum operations, Baluchistan.	Stores suspense balances.	Pátri. †		Surveys in progress.	Surveys completed.	Total.	Warora.	Umaria.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	71,65,33,053	...	...	...	...	...	...	71,65,33,053
Overdrawn capital	...	...	...	59,40,222	...	...	...	...	...	...	59,40,222
Preliminary expenses	1,12,024	...	...	1,10,11,235	2,37,409	46,61,571	48,98,980	...	...	...	1,59,10,215
Land	...	...	...	2,06,38,968	...	...	...	...	...	...	2,06,38,968
Formation	...	...	...	11,00,51,879	...	...	...	...	...	...	11,00,51,879
Bridgework	...	...	...	18,74,36,419	...	...	...	...	...	...	18,74,36,419
Fencing, etc.	...	...	...	1,55,82,193	...	...	...	...	...	...	1,55,82,193
Electric telegraph	...	...	...	2,32,397	...	...	...	...	...	...	2,32,397
Ballast and permanent-way	...	...	...	26,14,97,582	...	...	...	...	...	...	26,14,97,582
Stations and buildings	7,174	...	...	9,05,91,491	...	...	...	...	...	...	9,05,91,491
Colliery works	...	...	...	11,23,908	...	...	...	11,12,802	4,83,404	15,96,206	27,20,114
Plant	...	...	...	2,01,29,012	...	...	...	2,55,676	5,01,080	7,56,756	2,08,85,768
Ferries	...	...	...	45,72,134	...	...	...	...	...	...	45,72,134
Rolling-stock	...	...	...	12,13,27,639	...	...	...	26,491	27,634	64,125	12,13,91,764
General charges	...	...	...	5,85,09,128	...	...	...	8,615	66,275	74,890	5,85,84,018
Suspense accounts	...	5,63,284	...	5,08,04,349	15,735	612	16,347	4,53,012	1,20,518	5,73,530	5,13,94,226
Exchange	...	...	...	1,98,68,048	...	...	...	12,042	60	12,102	1,98,80,150
Deduct—											
Receipts on capital account	*11*	*2,520*	...	*49,53,111*	*3*	*3,368*	*3,371*	*1,806*	*91*	*1,897*	*49,58,379*
Deduct—											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	*2,19,11,177*	...	...	...	...	...	...	*2,19,11,177*
Deduct—											
Contribution towards the construction of the Bhopal-Itársi and Palanpur-Deesa railways by the Government of India	...	...	...	...	...	...	...	...	...	...	...
Total	1,19,187	5,60,764	8,08,405	1,70,42,17,465‡	2,53,141	46,58,815	49,11,956	18,66,832	12,08,880	30,75,712	1,71,22,05,133

* The expenditure on collieries is included in this statement as it has been charged to railway grants.

† The expenditure on the Pátri railway was not met from railway grants, but is included to arrive at total railway outlay. It is included under the Bombay, Baroda and Central India railway in the statement on page 102.

‡ Deducting the total difference (Rs. 8,09,30,979) shown in foot note § on page 89, the figures are Rs. 1,62,32,80,486.

contd.

ted to the various undertakings to the 31st December 1897—contd.

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.

	STANDARD GAUGE.									METRE GAUGE.	
	Open lines.							*Under construction.*	*Open lines.*		
	XXVIII Amráoti.	XXIX Bína-Goona.	XXX Bhopal-Ujjain.	XXXI Bhopal-Itársi (Native state section).	XXXII The Nizam's Guaranteed State.	XXXIII Nágdá-Ujjain.	XXXIV The Gaekwar's Petlád.	XXXV Kolar Goldfields.	XXIX Bína-Goona (Goona-Bara section.)	XLII Pálanpur-Deesa (Native state section).	LXIII The Gaekwar's Mehsána.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	2,30,30,382	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	11,799	57,631	94,758	...	1,88,029	10,932	7,991	6,268	84,589	1,973	10,066
369	2,450	...	2,771	15,667	...	...	...	13,402	1,779	...	...
1,116											
	20,377	4,59,092	8,07,061	15,90,295	14,64,456	1,77,042			7,73,412	64,414	3,04,742
44,036	62,106	10,77,016	17,26,531	18,68,017	11,81,185	4,56,296	94,059	2,34,708	3,83,159	59,429	5,71,256
57,808	11,699	2,33,072	72,636	2,03,951	1,93,633	11,388			4,182	10,037	58,933
7,366											
	...	...	28,534	407	...	603	...	...	720	...	...
...											
	2,43,889	23,86,782	37,17,827	23,16,893	65,80,014	13,33,832	4,33,413	3,39,585	2,64,247	2,09,667	16,81,725
3,10,958	52,372	2,60,858	3,72,715	8,45,145	19,33,222	61,062	1,70,548	99,316	24,215	51,175	4,22,866
53,602											
	...	...	...	...	...	...	...	...	...	...	...
...	3,016	6,618	17,508	43,095	5,06,994	1,228	...	6,616	591	6,672	33,139
3,503	...	...	...	...	...	...	...	...	...	...	...
...											
											16,026
11,6[illegible]9	8,641	22,259	...	55,651	41 82,996	...	...	...	...	...	
31[illegible],967	29,709	4,18,296	6,95,840	3,62,124	11,17,252	1,67,530	38,294	39,557	2,29,133	14,897	1,65,147
...	6,387	...	...	...	5,82,781	...	11,464	51,622	21,37,073	...	...
...	...	...	...	...	...	...	...	...	...	...	...
244	...	...	...	4,111	...	...	...	...	1,103	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	22,97,134	...	...	...	...	...	2,33,264	...
5,22,150	4,52,445	49,21,624	75,36,181	50,00,000	4,09,60,944	22,19,919	7,55,769	7,91,074	38,51,997	1,85,000	32,68,900

Expenditure in England and in India on Indian stat

Classification of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—*concld.*							LI
	METRE GAUGE—*concld.*					SPECIAL GAUGE.		STANDA
	Open lines—concld.			*Under construction.*		*Open lines.*		*Ope*
	LXIV Kolhápur.	LXV Yesvantpur-Mysore frontier.	LXVI Mysore-Nanjangúd.	LXVII Birur-Shimoga.	LXVIII Hyderabad-Gódávari Valley.	LXXXIII The Gaekwar's Dabhoi (2′ 6″).	LXXXIV Rajpipla (2′ 6″).	XXXVI Rájpura-Bhátinda.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	...	...	...	...
Preliminary expenses	13,858	66,466	15,210	16,137	3,95,126	36,926	13,522	59,422
Land	29,203	25,085	3,005	212	...	...	...	46,494
Formation	2,68,591	5,46,850	1,34,407	2,26,425	5,51,330		1,28,280	2,75,962
Bridgework	11,22,548	5,46,629	84,805	30,392	98,328	4,00,406	2,25,075	5,39,864
Fencing, etc.	41,668	65,247	26,473	...	155		5,511	2,03,993
Electric telegraph	...	...	...	...	...	63	...	...
Ballast and permanent-way.	4,91,138	8,56,303	2,43,693	12,649	4,818	9,52,606	1,66,560	41,56,204
Stations and buildings	2,29,257	1,22,246	57,390	14,095	1,33,674	2,59,935	56,140	10,67,665
Colliery works	...	...	...	...	...	...	...	...
Plant	7,059	35,846	5,651	10,765	3,482	8,417	5,547	82,242
Ferries	...	...	...	...	...	...	...	...
Rolling-stock	...	...	...	...	...	2,80,276	1,16,198	...
General charges	1,21,485	1,43,378	30,931	58,416	4,88,823	1,40,199	36,768	2,68,610
Suspense accounts	...	72,767	24,199	2,63,344	1,01,827	29,746	2,191	1,111
Exchange	...	...	...	...	...	...	...	...
Deduct—								
Receipts on capital account.	...	*1,607*	...	*172*	*13,281*	...	...	*5,116*
Deduct—								
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...	...	...
Deduct—								
Contribution towards the construction of the Bhopal-Itársi and Pálanpur-Deesa railways by the Government of India.	...	...	...	...	...	...	...	...
TOTAL	23,24,807	24,79,210	6,34,764	6,27,263	17,64,352	21,08,574	7,55,792	66,96,451

No. 17—*concld.*

appropriated to the various undertakings to the 31st December 1897—concld.

NATIVE STATES BY STATE AGENCY.	LINES OWNED AND WORKED BY NATIVE STATES.											
	Special gauge.		Metre gauge.							Special gauge.		
	Open line.	*Under construction.*	*Open lines.*						*Under construction.*	*Open line.*	*Under construction.*	Total native states.
	LXXXVI Cooch Behar (2′ 6″).	LXXXVI Cooch Behar (2′ 6″).	LXIX Jodhpore-Bikaneer. Jodhpore section.	LXIX Jodhpore-Bikaneer. Bickaneer section.	LXX Oodeypore-Chitor.	LXXI Phávnagar-Gondal-Junágad-Porbandar.	LXXII Jetalsar-Rajkot.	LXXIII Jámnagar.	LXXIV Jeypore.	LXXV Dhráu-gadra.	LXXXVII Morvi (2′ 6″).	LXXXVIII Gwalior-Sipri.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	...	...	...	...	...	...	...	...	...	...	...	...	2,30,30,382
	...	...	...	...	...	...	...	...	...	...	...	...	...
	9,764	27	45,564	7,826	7,321	1,19,442	14,238	19,168	33,457	5,830	18,134	10,766	13,56,549
	10,731	1,605	1,621	...	...	58,412	15,127	...	...	...	1,171	...	2,29,851
	93,296	17,045	3,63,751	81,424	1,57,552	17,16,371	2,44,962	2,38,221	...	...		66887	
	97,350	74,676	2,21,993	5,673	1,55,986	43,48,875	2,30,045	5,01,443	...	...	6,96,383	131	2,94,89,339
	1,000	265	2,675	338	9,735	84,647	67,108	32,615	...	...		...	
	...	...	1,16,051	15,747	...	11,774	...	...	...	...	...	...	1,87,660
	2,79,475	25,894	52,99,883	6,81,990	8,19,297	50,49,194	6,81,651	7,92,908	...	...	11,44,944	5,521	4,20,54,315
	48,594	6,618	3,80,744	64,733	1,17,543	24,54,335	1,91,652	1,82,074	...	...	48,759	2,015	99,02,927
	...	...	...	...	...	...	...	...	...	...	...	...	...
	11,668	40	56,888	5,939	12,175	3,39,171	15,609	27,215	...	...	14,510	5,000	12,81,540
	3,618	...	...	...	...	...	...	...	...	...	...	...	3,618
	1,39,828	...	8,95,282	99,364	2,30,424	23,13,317	...	2,66,678	...	...	3,87,895	...	90,26,504
	53,258	3,285	1,05,724	10,439	84,107	8,80,129	82,977	93,693	...	...	1,02,847	13,232	60,92,561
	23,182	...	...	...	4,900	2,90,389	4,094	97,849	...	...	62,114	...	37,67,040
	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	*12,404*	...	*1,327*	...	...	...	...	*39,365*
	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	*25,30,398*
	7,71,764	1,29,455	(a) 74,90,176	9,73,473	15,99,040	1,76,53,652	15,47,463	22,50,537	33,457	5,830	24,76,757	1,03,552	12,38,52,523

(a) Includes Rs. 10,27,498, outlay on length under construction.

STATEMENT

Guaranteed railways

Capital authorized to be raised for each undertaking as

Classification No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1897.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium).	Total.
		£	£	£	£	£
	Guaranteed.					
XVIII	GREAT INDIAN PENINSULA	20,000,000	2,970,900	(a) 2,701,450	293,449	25,965,799
XIX	BOMBAY, BARODA AND CENTRAL INDIA . .	7,550,300	1,937,900	...	29,568	9,517,768
XX	MADRAS	10,257,630	998,000	...	12,039	11,267,669
	TOTAL . .	37,807,930	5,906,800	2,701,450	335,056	46,751,236
	State lines leased to companies.					
II	BENGAL CENTRAL	500,000	(b) 500,000	...	...	1,000,000
III	BENGAL-NÁGPUR	3,000,000	1,625,000	...	8,150	4,633,150
	BENGAL-NÁGPUR EXTENSIONS	...	775,000	...	9,478	784,478
IV	INDIAN MIDLAND	3,000,000	(c) 3,000,000	...	4,964	6,004,964
	INDIAN MIDLAND—SAUGOR-KATNI SECTION .	...	250,000	...	711	250,711
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	...	147,000	...	...	147,000
XLIII	SOUTHERN MAHRATTA	3,500,000	1,043,100	...	30,957	4,574,057
XLV	MYSORE SECTION (SOUTHERN MAHRATTA) . .	...	...	1,200,000	24,000	1,224,000
XLVIII	ASSAM-BENGAL	1,500,000	800,000	...	15,385	2,315,385
XLIX	BURMA	2,000,000	...	...	...	2,000,000
	TOTAL . .	13,500,000	8,140,100	1,200,000	93,645	22,933,745
	Grand Total . .	51,307,930	14,046,900	3,901,450	428,701	69,684,981

(a) This debenture stock was raised at a discount.
(b) Replaced by advances raised under Act 51 Vict., cap. 5.
(c) To be raised by the issue of shares or of debentures or otherwise.

No. 18.

and state lines leased to companies.

now sanctioned, the amount raised and the amount withdrawn to the 31st December 1897.

Amount raised by the companies and advanced by the Secretary of State in England to the 31st December 1897.					Amount raised in India to the 31st December 1897.		Total amount raised to the 31st December 1897.	Total amount withdrawn to the 31st December 1897.
Share capital.	*Debentures.* Cash received.	*Debenture stock.* Cash received.	Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51 Vict., Cap. 5.	Share Capital.	Capital not bearing interest.		
£	£	£	£	£	£	£	£	£
19,503,103	2,963,507	(a)2,475,559	218,520	...	496,897	74,929	25,732,515	25,601,181
7,528,628	1,936,900	...	29,568	...	21,672	...	9,516,768	9,745,104
10,257,630	993,287	...	12,039	...	...	...	11,262,956	11,136,170
37,289,361	5,893,694	2,475,559	260,127	...	518,569	74,929	46,512,239	46,482,455
500,000	...	...	...	500,000	...	...	1,000,000	920,542
3,000,000	1,624,875	...	8,150	2,760,000	...	...	(d) 7,393,025	7,655,420
...	772,625	...	9,478	...	...	...	782,103	1,827,176
3,000,000	(g)2,741,600	...	4,964	1,345,000	...	...	7,091,564	7,132,210
...	250,000	...	711	...	...	...	250,711	523,748
...	(e) 147,000	...	...	...	...	...	(e)147,000	(e)303,834
3,491,540	1,042,350	...	30,923	2,129,900	8,460	34	(f) 6,703,207	(f) 6,589,376
...	...	1,200,000	24,000	...	...	...	1,224,000	1,135,612
1,500,000	797,750	...	15,385	...	...	...	2,313,135	2,065,210
1,836,462	...	...	...	...	...	...	1,836,462	608,873
13,328,002	7,376,200	1,200,000	93,611	6,734,900	8,460	34	28,741,207	28,762,001
50,617,363	13,269,894	3,675,559	353,738	6,734,900	527,029	74,963	75,253,446	75,244,456

(d) This figure does not include expenditure by the State on the Katni-Umaria section, which is equivalent to £ 373,371.
(e) £147,000 sterling debentures were issued by the company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and at the contract rate is equivalent to a sterling payment of £160,837. Expenditure in excess of this capital has been, and is being for the present, advanced in India.
(f) Including capital raised for completion of the Bellary-Kistna section, and expenditure thereon from the 1st January 1888.
(g) £1,000,000 debentures were renewed at a discount of £ 12,500.

STATEMENT

Guaranteed railways

Amount received from, and withdrawn by, each company

Classification No.	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1896.	Sums advanced to the companies on the 31st December 1896.	FROM THE 1ST Amount In		
				Share capital.	Debentures.	Debenture stock.
	Guaranteed.	£	£	£	£	£
XVIII	GREAT INDIAN PENINSULA	...	137,766	...	297,618	...
XIX	BOMBAY, BARODA AND CENTRAL INDIA . .	61,700	...	...	...	...
XX	MADRAS	...	235,939	...	395,512	...
	TOTAL .	61,700	373,705	...	693,130	...
	State lines leased to companies.					
II	BENGAL CENTRAL	133,167	...	...	...	...
III	BENGAL-NÁGPUR	...	266,138	...	24,875	...
	BENGAL-NÁGPUR EXTENSIONS	...	252,947	...	372,625	...
IV	INDIAN MIDLAND	65,524	...	...	—12,500	...
	INDIAN MIDLAND—SAUGOR-KATNI SECTION .	...	26,389	...	...	...
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	...	136,306	...	...	...
XLIII	SOUTHERN MAHRATTA*	66,085	...	...	99,250	...
XLV	MYSORE SECTION (SOUTHERN MAHRATTA) .	95,224	...	...	...	...
XLVIII	ASSAM-BENGAL	...	32,854	140	297,750	...
XLIX	BURMA	1,521,947	...	114,704	...	...
	TOTAL .	1,881,947	714,634	114,844	782,000	...
	GRAND TOTAL .	1,943,647	1,088,339	114,844	1,475,130	...

* Including the Bellary-Kistna section.

No. 19.

and state lines leased to companies.

during the year ended the 31st December 1897.

JANUARY TO THE 31ST DECEMBER 1897.

received.				Amount withdrawn.				
England.		*In India.*		*In England.*		*In India.*	Total received during the year ended the 31st December 1897.	Total withdrawn during the year ended the 31st December 1897.
Capital not bearing interest.	Advances made to companies from moneys raised under Act 51 Vict., cap. 5.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, etc.	For discharge of debentures.	Amount.		
£	£	£	£	£	£	£	£	£
...	...	...	...	334,897	5,011	—*311,390*	297,618	28,518
...	...	...	...	298,778	1,000	—*9,743*	...	290,035
...	...	...	...	72,853	2,225	—*42,291*	395,512	32,787
...	...	...	...	706,528	8,236	—*363,424*	693,130	351,340
...	...	...	...	33,819	...	19,890	...	53,709
...	...	...	...	13,744	...	7,388	24,875	21,132
...	...	...	...	474,729	...	690,022	372,625	1,164,751
...	...	...	...	82,376	...	11,294	—*12,500*	93,670
...	...	...	...	77,247	...	169,401	...	246,648
...	...	...	...	15,340	...	5,188	...	20,528
...	...	...	..	36,964	...	14,540	99,250	51,504
...	...	...	...	...	...	6,836	...	6,836
...	...	...	...	99,247	...	—*82,136*	297,890	17,111
...	...	...	...	109,590	...	299,472	114,704	409,062
...	...	...	...	943,056	...	1,141,895	896,844	2,084,951
...	...	...	...	1,649,584	8,236	778,471	1,589,974	2,436,291

STATEMENT No. 20.

Guaranteed railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1898.

Year.	England.	India.	TOTAL.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	*—345,750*	477,245
1873-74	1,028,032	*—334,979*	693,053
1874-75	1,174,893	*—86,982*	1,087,911
1875-76	1,151,585	*—200,779*	950,806
1876-77	1,223,846	*—507,387*	715,459
1877-78	1,792,483	*—469,678*	1,322,805
1878-79	1,786,235	*—773,612*	1,012 623
1879-80	1,256,417	*—906,857*	349,560
1880-81	941,781	*—506,992*	434,789
1881-82	1,041,022	*—351,482*	689,540
1882-83	1,046,483	*—635,610*	410,873
1883-84	1,473,138	*—135,218*	1,337,920
1884-85	1,391,270	*—256,211*	1,135,059
1885-86	1,628,033	*—403,928*	1,224,105
1886-87	862,685	*—620,359*	242,326
1887-88	991,936	*—343,364*	648,572
1888-89	969,816	*—350,938*	618,878
1889-90	905,798	*—565,970*	339,828
1890-91	944,842	*—475,463*	469,379
1891-92	597,117	*—551,226*	45,891
1892-93	526 181	*—455,927*	70,254
1893-94	463 431	*—394,191*	69,290
1894-95	501,142	*—183,580*	317,562
1895-96	547,844	*—229,595*	318,249
1896-97	503,873	*—242,305*	261,568
Total withdrawals to end of 1896-97	62,253,441	43,173,689	105,427,130
Deduct—Withdrawals by the East Indian Railway Company	*12,276,501*	*18,620,297*	*30,896,801*
Withdrawals by the Eastern Bengal Railway Company	*1,770,750*	*1,474,100*	*3,244,850*
Withdrawals by the Sind, Punjab and Delhi Railway Company	*6,226,076*	*4,853,607*	*11,079,683*
Withdrawals by the Oudh and Rohilkhand Railway Company	*4,358,107*	*4,910,204*	*9,268,311*
Withdrawals by the South Indian Railway Company	*3,831,129*	*932,278*	*4,763,407*
Total deductions	*28,462,566*	*30,790,486*	*59,253,052*
Net withdrawals to end of 1896-97	33,790,875	12,383,203	46,174,078
Add—Withdrawals during 1897-98 (partly estimated)	763,300	*—372,200*	391,100
Net withdrawals to end of 1897-98	34,554,175	12,011,003	46,565,178

STATEMENT No. 21.

State lines leased to companies.

Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal and the Burma railways, during each financial year from the commencement to the 31st March 1898.

Year.	England.	India.	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,477	728,661	1,009,138
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,175	3,657,987	5,118,162
1889-90	605,126	1,507,289	2,112,415
1890-91	409,803	973,649	1,383,452
1891-92	469,178	446,620	915,798
1892-93	386,287	417,285	803,572
1893-94	280,110	468,145	748,255
1894-95	385,854	290,644	676,498
1895-96	294,423	489,312	783,735
1896-97	1,001,428	815,345	1,816,773
Total expenditure to end of 1896-97	9,063,081	18,275,260	27,338,341
1897-98 (Revised estimate)	835,600	1,282,500	2,118,100
TOTAL	9,898,681	19,557,760	29,456,441

134495

STATEMENT No. 22.

Capital outlay on open lines of railway on the 31st December 1897 and the average cost per mile excluding branches and extensions of the open system still under construction.*

Classification No.	RAILWAYS.	Length of line open on the 31st December 1897. (From statement No. 32, chap. IX).	Total length of single track, including sidings, on the 31st December 1897. (From statement No. 32, chap. IX).	Capital outlay on open line to the 31st December 1897 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1897.	Amount at debit of suspense (open line) on the 31st December 1897.	Total capital outlay on open line to the 31st December 1897, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
					Per mile open.	Per mile of single track, including sidings.			
	STANDARD GAUGE.	Miles	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.								
I	EAST INDIAN	1,705·09	2,648·29	37,86,97,580	2,22,098	1,42,997	9,40,615	1,20,35,755	39,16,73,950
II	BENGAL CENTRAL	125·01	146·70	1,14,10,112	91,274	77,778	...	3,26,699	1,17,36,811
III	BENGAL-NÁGPUR	860·88	959·94	9,75,83,884	1,13,354	1,01,656	...	19,56,507	9,95,40,391
IV	INDIAN MIDLAND	679·56	766·79	8,74,02,136	1,28,616	1,13,984	...	17,50,626	8,91,52,762
V	BHOPAL-ITÁRSI (BRITISH SECTION)	13·11	16·12	22,97,134	1,75,220	1,42,502	...	...	22,97,134
VI	GODHRA-RUTLAM-NÁGDÁ	140·91	155·62	1,74,56,261	1,23,882	1,12,171	...	...	(a)1,74,56,261
VII	WARDHA COAL	44·88	50·92	49,96,325	1,11,326	98,121	...	...	49,96,325
VIII	DHOND-MANMÁD	145·44	159·72	1,13,94,462	78,345	71,340	...	12,072	1,14,06,534
IX	BEZWADA EXTENSION (EAST COAST STATE)	20·58	21·54	14,95,418	72, 64	69,425	...	...	14,95,418
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	8·45	10·57	5,92,618	70,132	56,066	...	...	5,92,618
	TOTAL	3,743·91	4,936 21	61,33,25,930	1,63,819	1,24,250	9,40,615	1,60,81,655	63,03,48,204
	State lines worked by the State.								
XI	NORTH WESTERN	(b) 2,817·02	3,551·41	45,62,90,468	1,61,976	1,28,373	43,91,136	98,56,666	47,05,38,270
XII	HYDERABAD-SHADIPALLI	58·91	64 05	18,10,890	30,739	28,274	26,906	...	18,37,796
XIII	OUDH AND ROHILKHAND	812 37	936·82	10,34,42,636	1,27,334	1,10,419	...	19,53,774	10,53,96,410
XIV	EASTERN BENGAL	253·49	469 06	6,29,63,770	2,48,388	1,34,234	17,13,793	26,90,404	6,73,67,967
XV	CALCUTTA PORT COMMISSIONERS'	8·53	22·75	70,57,005	8,27,316	3,10,198	...	...	70,57,005
XVI	EAST COAST	(c) 538·78	(d)618·14	5,45,20,684	1,01,193	88,201	4,86,495	15,52,814	5,65,59,993
	TOTAL	4,489·10	5,665·23	68,60,85,453	1,52,834	1,21,105	66,18,330	1,60,53,658	70,87,57,441
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA	1,288·00	2,006·33	27,55,96,212	2,13,972	1,37,363	...	36,89,399	27,92,85,611
XIX	BOMBAY, BARODA AND CENTRAL INDIA (e)	460·90	676·41	10,35,28,164	2,24,622	1,53,055	...	35,90,461	10,71,18,625
XX	MADRAS	839·23	1,023·58	11,91,61,446	1,41,994	1,16,419	...	22,86,385	12,14,50,831
	TOTAL	2,588·13	3,706·32	49,82,88,822	1,92,529	1,34,443	...	95,66,245	50,78,55,067
	Assisted companies.								
XXI	DELHI-UMBALLA-KALKA	162·24	179·34	(f)1,54,18,198	95,033	85,972	...	8,960	1 54,27,158
XXII	TARKESSUR	22·23	25·16	17,57,160	79,045	69,839	...	...	17,57,160
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	399·80	430·62	1,98,51,031	49,652	46,099	...	...	1,98,51,031
	TOTAL	584·27	635·12	3 70,26,389	63,372	58,298	...	8,960	3,70,35,349
	Lines owned by native states and worked by companies								
XXVII	KHÁMGAON	7·55	8·42	5,22,150	69,159	62,013	...	...	(a)5,22,150
XXVIII	AMRÁOTI	5·44	6·15	4,46,058	81,996	72,530	...	6,387	4,52,445
XXIX	BÍNA GOONA	71·74	77·05	(a)49,21,623	68,604	63,876	...	...	49,21,623
XXX	BHOPAL-UJJAIN	113·52	122·67	75,36,181	66,386	61,435	...	...	75,36,181
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44·28	53·00	50,00,000	1,12,918	94,340	...	...	50,00,000
XXXII	THE NIZAM'S GUARANTEED STATE	332·32	369·77	4,03,78,163	1,21,504	1,09,198	...	5,82,781	4,09,60,944
XXXIII	NÁGDÁ-UJJAIN	34·67	35·73	22,19,919	64,030	62,130	...	...	22,19,919
XXXIV	THE GAEKWAR'S PETLÁD	13·35	15·12	7,44,305	55,753	49,227	...	11,464	7,55,769
XXXV	KOLAR GOLD-FIELDS	10·00	13·52	7,39,451	73,945	54,693	...	51,622	7,91,073
	TOTAL	632·87	701·43	6,25,07,850	98,769	89,115	...	6,52,254	6,31,60,104
	Lines owned by native states and worked by state railway agency.								
XXXVI	RÁJPURA-BHÁTINDA	107·94	122·90	66,95,341	62,030	54,477	...	1,110	66,96,451
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	15·92	20·51	9,65,151	60,625	47,058	...	...	9,65,151
	TOTAL	123·86	143·41	76,60,492	61,848	53,417	...	1,110	76,61,602
	TOTAL STANDARD GAUGE	12,162·14	15,787·72	1,90,48,94,936	1,56,625	1,20,657	75,58,945	4,23,63,886	1,95,48,17,767

(a) The decrease as compared with the last year's report is due to certain credits.
(b) Including 6·12 miles of military line not used for public traffic.
(c) Including 2·66 miles laid on the mixed gauge and 0·33 mile laid on the metre gauge.
(d) Including 2·66 miles laid on the mixed guage and 1·93 miles laid on the metre gauge.
(e) Including the Pátri branch, the state outlay (Rs. 8,08,405) on which was met from the Civil works grant. The capital outlay shown in this table is inclusive of this amount.
(f) Including Rs. 5,76,918 on account of interest on capital during construction.

* *N.B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—*contd.*

Capital outlay on open lines of railway on the 31st December 1897 and the average cost per mile, excluding branches and extensions of the open system still under construction*—contd.

Classification No.	RAILWAY.	Length of line open on the 31st December 1897. (From statement No. 32, chap. IX).	Total length of single track, including sidings, on the 31st December 1897. (From statement No. 32, chap. IX.)	Capital outlay on open line to the 31st December 1897 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1897.	Amount at debit of suspense (open line) on the 31st December 1897.	Total capital outlay on open line to the 31st December 1897, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
					Per mile. open.	Per mile of single track, including sidings.			
		Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	METRE GAUGE.								
	State lines worked by companies.								
XXXIX	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	341·80	393·72	2,52,31,041 (a)	73,818	64,083	5,45,095	2,65,454	2,60,41,590 (a)
	COMPANY'S SECTION	485·55	553·99	2,85,59,363	58,819	51,552	15,40,061	5,04,449	3,06,03,873 (b)
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	231·17	261·68	89,07,729 (b)	38,533	34,041	...	3,94,986	93,02,715 (c)
XLI	RAJPUTANA-MALWA	1,673·94	1,926·47	12,87,20,729	76,897	66,817	...	32,74,064	13,19,94,793
XLII	PÁLANPUR-DEESA	17·28	18·57	4,18,264	24,205	22,523	...	...	4,18,264
XLIII	SOUTHERN MAHRATTA	1,042·04	1,155·62	9,51,13,422	91,276	82,305	...	15,99,416	9,67,12,838
XLIV	GUNTAKAL-MYSORE FRONTIER	119·50	128·81	59,02,498	49,393	45,823	...	...	59,02,498
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	296·00	324·68	1,47,45,430	49,816	45,499	...	4,54,327	1,51,99,757 (c)
XLVI	SOUTH INDIAN	1,041·59	1,175·33	7,42,48,486	71,284	63,172	...	23,98,372	7,66,46,858
XLVII	MÁYAVARAM-MUTUPET	53·99	59·70	24,91,854	46,154	41,740	...	...	24,91,854
XLVIII	ASSAM-BENGAL	360·63 (d)	399·11	3,36,22,400	93,232	84,243	...	32,49,600	3,68,72,000
XLIX	BURMA	887·00	1,035·04	7,56,51,826	85,290	73,091	6,91,822	17,42,470	7,80,86,118
	TOTAL	6,550·40	7,432·12	49,36,13,042	75,355	66,416	27,76,978	1,38,83,138	51,02,73,158
	State lines worked by the State.								
L	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·47	558·03	3,99,15,370	83,423	71,529	9,94,825	...	4,09,10,195
	DACCA SECTION	85·92	100·56	67,45,941	78,514	67,084	...	...	67,45,941
LI	CAWNPORE-BUBHWAL (metre gauge link)	79·60	85·97	22,77,567	28,613	26,493	...	...	22,77,567
	TOTAL	643·99	744·56	4,89,38,878	75,993	65,729	9,94,825	...	4,99,33,703
	Assisted companies.								
LII	DEOGHUR	4·79	5·41	2,86,180	59,745	52,898	...	1,762	2,87,942
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION)	53·92	58·51	20,79,802 (e)	38,572	35,546	...	33,570	21,13,372
LV	BENGAL DOOARS	36·40	43·63	24,17,316 (f)	66,410	55,405	1,17,021	44,225	(e) 25,78,562 (f)
LVI	DIBRU-SADIYA	77·50	87·16	72,41,830	93,443	83,086	21,189	1,59,031	74,22,050
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY	Information not available.							
LVIII	AHMEDABAD-PARÁNTIJ	54·59	61·23	19,19,104	35,155	31,343	...	23,107	19,42,211
	TOTAL	227·20	255·94	1,39,44,232	61,374	54,482	1,38,210	2,61,695	1,43,44,137
	Carried over	7,421·68	8,432·62	55,64,96,152	...	...	39,10,013	1,41,44,833	57,45,50,998

(a) Including interest on capital during construction (Rs. 10,90,014).
(b) Including interest on capital during construction (Rs. 41,029).
(c) The decrease as compared with the last year's report is due to certain credits.
(d) Including the Gauhati-Jamuna Mukh Section, 74·73 miles, temporarily closed from the 13th June 1897 on account of damages done by the recent earthquake.
(e) Including interest on capital during construction (Rs. 37,876).
(f) Decrease due to the adjustment of the difference between the official rate of exchange and company's standard rate.

* *N. B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter, where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—*concld.*

Capital outlay on open lines of railway on the 31st December 1897 and the average cost per mile excluding branches and extensions of the open system still under construction—concld.

Classification No.	RAILWAY.	Length of line open on the 31st December 1897. (From statement No. 32, chap. IX).	Total length of single track, including sidings, on the 31st December 1897. (From statement No. 32, chap. IX).	Capital outlay on open line to the 31st December 1897 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1897.	Amount at debit of suspense (open line) on the 31st December 1897.	Total capital outlay on open line to the 31st December 1897, including steam-boat service and suspense (see also statement No. 26, chap VIII).
					Per mile open.	Per mile of single track, including sidings.			
		Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Brought forward .	7,421·68	8,432·62	55,64,96,152	...	...	39,10,013	1,41,44,833	57,45,50,998
	METRE GAUGE—*concld.*								
	Lines owned by native states and worked by companies.								
LXIII	THE GAEKWAR'S MEHSÁNA . .	92·63	104·36	32,63,900	35,236	31,275	...	...	32,63,900
LXIV	KOLHÁPUR	29·07	30·77	23,24,807	79,973	75,554	...	...	23,24,807
LXV	YESVANTPUR-MYSORE FRONTIER .	51·35	54·72	24,06,443	46,864	43,977	...	72,767	24,79,210
LXVI	MYSORE-NANJANGÚD . . .	15·25	16·34	6,10,565	40,037	37,367	...	24,199	6,34,764
	TOTAL .	188·30	206·19	86,05,715	45,702	41,737	...	96,966	87,02,681
	Lines owned and worked by native states.								
LXIX	JODHPORE-BICKANEER—								
	JODHPORE SECTION . . .	320·50	330·00	64,625,78	20,164	19,584	...	...	64,62,678
	BICKANEER SECTION . . .	43·50	44·50	9,73,473	22,379	21,876	...	...	9,73,473
LXX	OODEYPORE-CHITOR . . .	60·39	64·20	15,94,140	26,397	24,831	...	4,900	15,99,040
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	333·46	375·25	1,73,63,263	(a) 52,782	(a) 47,460	...	2,90,389	1,76,53,652
LXXII	JETALSAR-RÁJKOT	46·23	50·06	15,43,369	33,385	30,830	...	4,094	15,47,463
LXXIII	JÁMNAGAR	54·28	57·51	21,52,689	(b) 42,805	(b) 40,464	...	97,849	22,50,538
	TOTAL .	858·36	921·52	3,00,89,612	35,405	33,145	...	3,97,232	3,04,86,844
	Foreign lines.								
LXXVI	WEST OF INDIA PORTUGUESE . .	51·11	62·96	(c) 1,35,77,379	2,66,223	2,15,651	(d) 25,29,714	2,33,075	(c) 1,63,40,168
LXXVII	PONDICHERRY	7·80	9·62	5,68,543	72,890	59,100	...	...	5,68,543
	TOTAL .	58·91	72·58	1,41,45,922	2,40,128	1,94,901	25,29,714	2,33,075	1,69,08,711
	TOTAL METRE GAUGE .	8,527·25	9,632·91	60,93,37,401	(e) 71,529	(f) 63,346	64,39,727	1,48,72,106	63,06,49,234
	SPECIAL GAUGES.								
	State line worked by the State.								
LXXX	JORHÁT (2′ 0″)	28·25	30·05	8,51,045	30,125	28,321	...	51,371	9,02,416
	Assisted companies.								
LXXXI	DARJEELING-HIMALAYAN (2′ 0″) .	51·00	54·00	31,92,048	62,589	59,117	...	1,23,406	33,15,454
LXXXII	BÁRSI LIGHT (2′ 6″) . . .	Information not available.							
	Lines owned by native states and worked by companies.								
LXXXIII	THE GAEKWAR'S DABHOI (2′ 6″) .	78 80	84·30	20,61,684	26,163	24,457	...	29,746	20,91,430
LXXXIV	RAJPIPLA (2′ 6″)	19 03	21·26	7,11,996	37,414	33,490	...	2,191	7,14,187
	Line owned by native state and worked by state railway agency.								
LXXXVI	COOCH BEHAR (2′ 6″) . . .	22·12	23·60	7,44,964	33,678	31,566	3,618	23,182	7,71,764
	Line owned and worked by native state.								
LXXXVII	MORVI (2′ 6″)	94·36	98·36	24,14,643	25,590	24,549	...	62,114	24,76,757
	TOTAL SPECIAL GAUGES .	293·56	311·57	99,76,380	33,984	32,019	3,618	2,92,010	1,02,72,008
	TOTAL OF ALL RAILWAYS .	20,982·95	25,732 20	2,52,42,08,717	(g) 1,20,347	(h) 98,147	1,40,02,290	5,75,28,002	2,59,57,39,009

(*a*) Calculated on the mileage and cost of the home line, excluding dock sidings and quarry lines maintained by the states themselves, *viz.*, 328·96 miles and 365·85 miles, respectively.
(*b*) Calculated on 50·29 and 53·20 miles, respectively, which exclude the mileage of the Dock estate constructed and maintained by the state itself.
(*c*) The decrease as compared with the last year's report is due to certain credits.
(*d*) Expenditure on Harbour works at Mormugao.
(*e*) Calculated on 8,518·76 miles. } See notes (*a*) and
(*f*) Calculated on 9,619·20 miles. } (*b*) above.
(*g*) Calculated on 20,974·46 miles. } See notes (*a*) and
(*h*) Calculated on 25,718·49 miles. } (*b*) above.

CHAPTER VIII.

Main results of working and revenue statistics.

The main results of working of all railways during 1896 and 1897 are compared in statement No. 25 on pages 114 and 115.

Mean mileage worked and capital outlay.

2. The total mean length of all railways worked during 1897 was 20,531 miles, as compared with 19,783 miles worked during the previous year. The total capital outlay,* including steam-boat service and suspense accounts, on the mileage open to the 31st December 1897, amounted to Rs. 2,59,57,39,008 against Rs. 2,53,16,24,453 at the end of the previous year.

Gross earnings.

3. The gross earnings from all sources showed an increase of 0·90 per cent. The earnings under coaching fell from Rs. 9,20,22,892 in 1896 to Rs. 8,85,88,748 in 1897, while those under goods rose from Rs. 15,41,51,505 to Rs. 15,87,58,826, and the earnings from steam-boat service and miscellaneous sources from Rs. 74,86,028 to Rs. 86,04,118.

The gross earnings per mean mile worked per week, excluding steam-boat, were Rs. 237·97 against Rs. 244·67 in 1896.

Coaching traffic.

4 The total number of passengers booked showed a decrease of 5·94 per cent. as compared with the number booked in 1896. The passenger earnings decreased by 7·31 per cent., with a decrease in the passenger unit-mileage of 7·73 per cent The number of passengers carried one mile per mean mile worked was 288,879 as compared with 325,370 in 1896. Of the total number carried, the lower classes contributed 97·27 per cent., the second class 2·33 per cent. and the first class 0·40 per cent. only

The average distance travelled by each first class passenger was 75·59 miles against 74·65 miles in the previous year, and the average fare was pies 12·29 against pies 12·33 per mile. In the second class, the average distance travelled was 50·25 miles against 47·46 miles, and the average fare 4 87 pies against 4·95 pies per mile; while in the lower classes the average distance travelled was 38·87 miles against 39·67 miles, and the average fare 2·35 pies against 2·29 pies per mile.

Under other coaching traffic, there was an increase of Rs. 25,53,843 or 26·01 per cent.

The decrease under coaching traffic in 1897 was chiefly due to the prevalence of the plague and the famine; while the increase under other coaching traffic was mainly due to the abnormal receipts on account of the North West Frontier expedition.

Goods traffic.

5. The total tonnage of goods lifted showed an increase of 3·78 per cent. as compared with the tonnage lifted in 1896. The total ton-mileage increased 4·91 per cent. and the earnings 2·99 per cent. The number of tons of goods carried one mile per mean mile worked was 234,468 as compared with 231,970 in 1896.

The increase in the earnings from goods traffic was chiefly due to a larger traffic in "Merchandise, general", mainly in the grain and seeds traffic to famine stricken districts, and in "Military stores" and "Military live stock", principally due to a heavier traffic on account of the North West Frontier expedition.

Working expenses.

6. The working expenses increased in 1897 to Rs. 12,51,11,631 from Rs. 12,19,76,875 in 1896. The increase was chiefly due to the increased open mileage and to extensive repairs and renewals of permanent-way and rolling-stock during the year. The percentage of total working expenses on gross earnings was 48·88 as compared with 48·09 in 1896.

Net earnings and statistical return on capital.

7. The net earnings derived from all railways amounted to Rs. 13,08,40,061 as compared with Rs. 13,16,83,050 in 1896, giving a return of 5·04 per cent., against 5·20 per cent. in the previous year, on the total capital outlay* on open lines stated in rupees.

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* The capital outlay here referred to is that shown in chapter VII, statement No. 22, in the report for 1896-97 and in the present report.

8. The average gross earnings of the principal railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856, and for the years 1896 and 1897, are given in the following table:

Average earnings of the principal railways per mean mile worked per week in five-yearly periods.

STATEMENT No. 23.

Classification No.	Railways.	1856 to 1860.	1861 to 1865.	1866 to 1870.	1871 to 1875.	1876 to 1880.	1881 to 1885.	1886 to 1890.	1891 to 1895.	1896.	1897.*
	STANDARD GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
I	EAST INDIAN	236	255	384	388	514	573	549	594	597	649
II	BENGAL CENTRAL (a)	...	...	...	...	...	39	103	127	144	175
III	BENGAL-NÁGPUR	...	...	...	...	51	156	127	143	142	138
IV	INDIAN MIDLAND (b)	...	...	...	...	52	90	97	129	119	131
	State lines worked by the State.										
XI	NORTH WESTERN	...	124	123	147	224	228	216	245	220	225
XIII	OUDH AND ROHILKHAND	...	...	103	76	149	181	196	245	209	185
XIV	EASTERN BENGAL	...	154	250	312	434	436	503	576	675	678
XVI	EAST COAST	...	...	...	...	...	...	...	85	94	100
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA (b)	157	236	340	298	456	457	508	503	444	367
XIX	BOMBAY, BARODA AND CENTRAL INDIA	49	157	300	285	321	481	539	642	676	595
XX	MADRAS (b)	105	118	160	143	164	155	198	234	249	263
	Line owned by native state and worked by company.										
XXXII	THE NIZAM'S GUARANTEED STATE (b)	...	...	...	79	114	145	131	160	187	205
	METRE GAUGE.										
	State lines worked by companies.										
XXXIX	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION.	...	...	...	40	98	108	126	138	161	159
	COMPANY'S SECTION	...	...	...	...	...	66	100	115	113	105
XLI	RAJPUTANA-MALWA	...	...	...	86	130	174	210	264	227	212
XLIII	SOUTHERN MAHRATTA (b)	...	...	...	...	...	60	87	95	113	116
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	...	...	...	...	...	63	73			
XLVI	SOUTH INDIAN	...	71	89	98	101	118	156	151	165	169
XLVIII	ASSAM-BENGAL (c)	...	...	...	...	...	...	...	64	71	63
XLIX	BURMA (d)	...	...	...	...	117	173	176	180	167	188
	State line worked by the State.										
L	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	...	...	...	...	95	139	162	184	212	195
	DACCA SECTION	...	...	...	...	...	47	73	101	115	114
	Assisted company.										
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (b)	...	...	...	...	...	57	69	83	86	86
	Lines owned and worked by native states.										
LXIX	JODHPORE-BICKANEER—										
	JODHPORE SECTION	...	...	...	...	...	48	57	63	70	67
	BICKANEER SECTION	...	...	...	...	...	...	...	35	53	52
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (b)	...	...	...	...	...	92	97	101	110	(e) 103

(a) The working of this line has been taken over by the Bengal Central Railway Company from the 1st January 1897.
(b) Including branches and leased lines worked.
(c) See foot note (g) to statement No. 26, page 119.
(d) The working of this line has been transferred to a company from the 1st September 1896.
(e) Excluding the Jámnagar railway.
* See also statements Nos. 26 and 36, and paragraph 9 of chapter VIII.

9. The following table shows the gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1896 and 1897:

Earnings of the principal railways per mean mile per week and percentage of working expenses on gross earnings.

Classification No.	Railways (including branches and leased lines).	Previous year. Gross earnings per mean mile worked per week (excluding steam-boat).	Previous year. Percentage of working expenses on gross earnings (excluding steam-boat).	1897. Gross earnings per mean mile worked per week (excluding steam-boat).	1897. Percentage of working expenses on gross earnings (excluding steam-boat). †	Remarks.
	STANDARD GAUGE.	Rs.		Rs.		
	State lines worked by companies.					
I	EAST INDIAN (*a*)	597	31·77	649	(*b*) 29·29	(*a*) Excluding the Delhi-Umballa-Kalka and the Tarkessur railways.
II	BENGAL CENTRAL‡	144	62·85	175	56·98	(*b*) Including steam-boat, the percentage is 29·47.
III	BENGAL-NÁGPUR	142	54·03	138	51·94	
IV	INDIAN MIDLAND	119	58·05	131	55·98	
	State lines worked by the State.					
XI	NORTH WESTERN (*c*)	220	59·58	225	(*d*) 54·35	(*c*) Excluding the Hyderabad-Shadipalli, the Rájpura-Bhátinda and the Southern Punjab (Delhi-Samásata) railways.
XIII	OUDH AND ROHILKHAND	209	49·97	185	56·59	(*d*) Including steam-boat, the percentage is 54·41.
XIV	EASTERN BENGAL	676	39·46	678	(*e*) 45·27	(*e*) Including steam-boat, the percentage is 46·48.
XVI	EAST COAST	94	74·26	100	(*f*) 67·51	(*f*) Including steam-boat, the percentage is 69·59.
	Lines worked by guaranteed companies.					
XVIII	GREAT INDIAN PENINSULA	444	55·20	367	66·96	
XIX	BOMBAY, BARODA AND CENTRAL INDIA (*g*)	676	45·07	595	54·63	(*g*) Excluding the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain and the Gaekwar's Petlád railways.
XX	MADRAS	249	50·81	263	47·90	
	Line owned by native state and worked by company.					
XXXII	THE NIZAM'S GUARANTEED STATE	187	50·02	205	48·67	
	METRE GAUGE.					
	State lines worked by companies.					
XXXIX	BENGAL AND NORTH-WESTERN—					
	TIRHOOT SECTION	135	44·13	128	(*h*) 44·40	(*h*) Including steam-boat, the percentage is 43·78.
	COMPANY'S SECTION					
XLI	RAJPUTANA-MALWA (*i*)	227	44·35	212	46·60	(*i*) Excluding the Pálanpur-Deesa, the Gaekwar's Mehsána, the Oodeypore-Chitor and the Ahmedabad-Parántij railways.
XLIII	SOUTHERN MAHRATTA	113	56·69	116	57·03	
XLVI	SOUTH INDIAN (*j*)	165	54·89	169	53·01	
XLVIII	ASSAM-BENGAL §	71	94·63	63	92·71	(*j*) Excluding the Máyavaram-Mutupet railway.
XLIX	BURMA ‖	167	59·89	188	(*k*) 54·91	(*k*) Including steam-boat, the percentage is 55·25.
	State line worked by the State.					
L	EASTERN BENGAL—					
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	212	36·65	195	(*l*) 39·90	(*l*) Including steam-boat, the percentage is 42·44.
	DACCA SECTION	115	53·27	114	55·92	
	Assisted company.					
LIV	ROHILKUND AND KUMAON (Company's section)	86	63·67	86	59·39	
	Lines owned and worked by native states.					
LXIX	JODHPORE-BICKANEER—					
	JODHPORE SECTION	70	36·60	67	33·66	
	BICKANEER SECTION	53	37·56	52	44·02	
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*m*)	110	50·71	103	55·41	(*m*) Excluding the Jámnagar railway.

* See also statements Nos. 23, 26 and 36.
† See also statements Nos. 26, 36 and 37.
‡ The working of this line has been taken over by the Bengal Central Railway Company from the 1st January 1897.
§ See foot note (*g*) to statement No. 6, page 119.
‖ The working of this line has been transferred to a company from the 1st September 1896.

10. The net earnings and their percentage on capital outlay of the standard and metre gauge railways grouped as shown by the figures in statement No. 36, chapter IX were as follows:

Net earnings and percentage on capital outlay on the standard and metre gauge railways.

On "State lines worked by companies," the net earnings amounted on the standard gauge to Rs. 4,84,97,604, giving a return of 7·49 per cent. on a total capital outlay* of Rs. 64,72,13,390; and on the metre gauge to Rs. 2,56,98,095, giving a return of 5·07 per cent. on a total capital outlay* of Rs. 50,69,77,767.

The net earnings of the lines classed as "State lines worked by the State" were on the standard gauge Rs. 2,45,78,051† or 3·45† per cent. on a total capital outlay* of Rs. 71,20,00,159,† and on the metre gauge Rs. 32,84,874, or 6·89 per cent. on a total capital outlay* of Rs. 4,76,56,136.‡

The net earnings of the "Guaranteed lines," all of which are on the standard gauge, amounted to Rs. 2,19,80,572, giving a return of 4·32 per cent. on a total capital outlay* of Rs. 50,92,38,758.

The net earnings of the lines in the hands of "Assisted companies" were on the standard gauge Rs. 10,30,436, being at the rate of 2·78 per cent. on a total capital outlay* of Rs. 3,70,35,349, and on the metre gauge Rs. 9,47,950, being at the rate of 4·01 per cent. on a total capital outlay* of Rs. 2,36,46,852.

The net earnings derived by the "Native state lines" amounted on the standard gauge to Rs. 23,77,850, giving a return of 4·61 per cent. on a total capital outlay* of Rs. 5,16,07,678, and on the metre gauge to Rs. 19,67,097, giving a return of 5·83 per cent. on a total capital outlay* of Rs. 3,37,50,744.

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*The capital expenditure here referred to is that shown in chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).

† Including the Jummu and Kashmir railway (Native state section.)

‡Excluding the Cawnpore-Burhwal railway (metre gauge link).

Net earnings and percentage on capital outlay on the principal railways during the last five years

11. The following statement shows the net earnings of the principal railways and their percentage on the capital expenditure on open lines, *including steam-boat service and suspense accounts*, during the last five years.

These results which are the best obtainable for purposes of comparison from a *statistical* point of view, are based upon the expenditure in rupees on open lines charged to the "Construction Account" (*vide* statement No. 22) of the several railways in their books in India. But it must here be remarked that the proper way of treating this subject, which is a matter of some complexity, is beyond the scope of the present report. The statistical return herein exhibited is one thing: the actual return is another. The sterling expenditure included in the "Construction Account" above referred to, has been converted into rupees at various rates of exchange, and certain railways have been purchased by the State; these and other circumstances governing each case must be taken into account and considered in arriving at the actual dividend earned by any particular railway. As in every case exchange has fallen and railways have been purchased at a large premium over first cost, the statistical return must of necessity show much better results than Government or the shareholders actually obtain.

STATEMENT No. 24.

Classification No.	Railway.	1893.		1894.		1895.		1896.		1897.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings (see also statements Nos. 26 and 36).	Percentage of net earnings per annum on capital expenditure.
	STANDARD GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
	State lines worked by companies.										
I	EAST INDIAN	3,61,31,898	9·82	3,64,26,406	9·72	3,73,16,417	9·80	3,67,78,683	9·56	4,14,93,461	10·59
II	BENGAL CENTRAL (*a*)	3,14,992	3·12	3,20,493	3·16	3,98,809	3·92	3,46,732	3·20	4,89,686	4·17
III	BENGAL-NÁGPUR	32,62,220	3·33	32,58,414	3·32	35,41,443	3·59	29,27,869	2·95	29,79,559	2·99
IV	INDIAN MIDLAND	18,83,372	1·95	24,08,395	2·53	18,23,669	1·87	24,48,794	2·27	28,38,159	2·61
	State lines worked by the State.										
XI	NORTH WESTERN	97,97,643	2·32	1,28,25,181	3·02	1,64,46,997	3·86	1,18,86,409	2·55	1,50,11,817	3·19
XIII	OUDH AND ROHILKHAND	50,17,053	5·28	57,36,130	5·58	52,55,948	5·01	43 50,907	4·11	36,96,778	3·43
XIV	EASTERN BENGAL	39,77,473	6·70	49,95,544	8·36	55,01,903	9·03	52,99,143	8·37	47,84,119	7·10
XVI	EAST COAST	45,484	0 15	1,50,921	0·45	3,29,185	0·70	5,29,705	0·97	8,68,970	1·05
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA	1,80,19,294	6·50	1,62,56,583	5·82	1,47,38,482	5·27	1,54,20,597	5·51	93,94,397	3·37
XIX	BOMBAY, BARODA AND CENTRAL INDIA	95,78,043	9·87	1,00,70,974	10 22	1,09,37,093	10·87	80,00,862	8 63	64,70,202	6·09
XX	MADRAS	54,21,742	4·50	49,77,136	4·11	59,45,110	4·89	54,58,773	4·46	61,15,973	4·98
	Line owned by native state and worked by company.										
XXXII	THE NIZAM'S GUARANTEED STATE	14,36,451	3·57	16,22,028	4·03	15,77,150	3·88	17,28,195	4·23	19,38,769	4·73
	METRE GAUGE.										
	State lines worked by companies.										
XXXIX	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION COMPANY'S SECTION	30,07,927	5·65	32,36,188	6·03	32,57,825	5·96	32,42,246	5·90	33,69,653	5·95
XLI	RAJPUTANA-MALWA	1,32,89,100	10·15	1,53,54,164	11·65	1,39,95,262	10·54	1.09,76,727	8·26	98,61,421	7·47
XLIII	SOUTHERN MAHRATTA	31,53,380	2·62	27,37,595	2 26	35,40,902	2·91	39,68,777	3·24	40,42,622	3·28
XLVI	SOUTH INDIAN	31,53,479	4·10	33,10,987	4·30	39,34,006	5·09	40,53,149	5·24	43,31,888	5·61
XLVIII	ASSAM-BENGAL (*b*)	...	...	..	...	—8,047	...	33,239	0·13	72,214	0·20
XLIX	BURMA (*c*)	22,42,492	3·55	23,23,328	3·58	27,02,356	3·70	29,85,751	3·87	38,82,675	4·97
	State line worked by the State.										
L	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	24,96,787	6·31	31,29,674	7·88	32,11,546	8·03	34,64,021	8·63	30,59,717	7·48
	DACCA SECTION	1,60,878	2·40	2,28,341	3·41	2,61,025	3·88	2,39,122	3·55	2,25,157	3·34
	Assisted company.										
LIV	ROHILKUND AND KUMAON (Company's section)	4,56,721	4·38	6,12,494	5·74	4,67,663	4·33	4,55,800	4·15	5,08,095	4·45
	Lines owned and worked by native states.										
LXIX	JODHPORE-BICKANEER—										
	JODHPORE SECTION	4,33,895	6·70	6,69,373	10·38	5,69,246	8·85	7,38,273	11 44	7,44,799	11·52
	BICKANEER SECTION	25,735	2·66	40,477	4·17	45,096	4 65	75,382	7·75	65,504	6·73
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	8,88,708	5·16	8,52,487	4·52	8,98,666	4·70	10,73,513	5·62	9,03,801	4·77

(*a*) The working of this line has been taken over by the Bengal Central Railway Company from the 1st January 1897.
(*b*) See foot note (*g*), statement No. 26, page 119.
(*c*) The working of this line has been transferred to a company from the 1st September 1896.
N.B.—This statement shows the progress of net earnings of the principal railways for a series of years, with the percentage on capital outlay calculated on the same basis as that adopted in the statement showing the general results of working of the principal lines, see statement No. 26.

Results of working the guaranteed railways.

12. Statements relating to guaranteed railway transactions are given on pages 120 to 123. Where the transactions are stated in these statements in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis, the guaranteed lines are shown (*vide* statement No. 29, page 122) to have returned a net revenue of £2,009,462. The guaranteed interest is £2,163,464, and is shown to be in excess of net earnings by £154,002. This does not, however, represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England.

The actual results to the State from the working of the guaranteed railways, as well as of lines leased to or purchased from guaranteed companies and worked by those companies for the year 1897, are given in statement No. 30 on page 123. This statement also shows the sterling dividends earned by the companies.

Financial results of working State lines by State agency, excluding non-commercial sections.

13. The financial results of the State lines worked by State agency (excluding the Pishin section, the Mári-Attock, the Sind-Sagar and Khushàlgarh branches of the North Western State railway which were constructed for military purposes only) for 1896 and 1897, are summarised in the table below. The capital outlay in this case includes the premia paid on lines purchased and the cost of certain unopen extensions as given in statement No. 17, chapter VII.

Railway.	Mean mileage worked (from statement No. 32 in the report for 1896-97 and in the present report).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Percentage of net earnings on total capital outlay, as shown in chapter VII, statement No. 17.
			1896.			
STANDARD GAUGE.	Miles.	Rs.	Rs.	Rs.		
North Western	1,703·62	2,61,14,476	1,43,02,416	1,18,12,060	54·77	3·40
Hyderabad-Shadipalli	58·91	1,87,503	1,23,127	64,376	65·67	3·57
Oudh and Rohilkhand (*a*)	799·36	86,97,076	43,46,169	43,50,907	49·97	3·63
Eastern Bengal	249·75	87,93,152	34,94,009	52,99,143	39·74	7·34
East Coast	(*b*) 483·87	24,05,423	18,75,718	5,29,705	77·98	0·94
METRE GAUGE.						
Burma (*c*)	871·63	76,08,559	46,22,808	29,85,751	60·76	(*d*) 3·67
Eastern Bengal—						
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·47	57,76,778	23,12,757	34,64,021	40·04	8·63
Dacca section	85·92	5,11,741	2,72,619	2,39,122	53·27	3·55
Total	4,731·53	6,00,94,708	3,13,49,623	2,87,45,085	52·17	3·96
			1897.			
STANDARD GAUGE.						
North Western	1,867·74	2,94,07,459	1,46,24,965	1,47,82,494	49·73	4·17
Hyderabad-Shadipalli	58·91	2,05,182	1,45,769	59,413	71·04	3·23
Oudh and Rohilkhand (*a*)	878·09	85,15,855	48,19,077	36,96,778	56·59	2·95
Eastern Bengal	252·62	89,35,389	41,53,270	47,82,119	46·48	6·26
East Coast	(*e*) 534·03	28,57,288	19,88,318	8,68,970	69·59	1·51
METRE GAUGE.						
Eastern Bengal—						
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·20	53,16,051	22,56,334	30,59,717	42·44	7·47
Dacca section	85·92	5,10,793	2,85,636	2,25,157	55·92	3·34
TOTAL	4,155·51	5,57,48,017	2,82,73,369	2,74,74,648	50·72	4·14

(*a*) Including the Cawnpore-Burhwal railway (metre gauge link).
(*b*) Excluding 2·99 miles of metre gauge line worked over by the Southern Mahratta railway.
(*c*) The working of this line has been transferred to a company from the 1st September 1896.
(*d*) Calculated on the total capital outlay incurred by the State up to the 31st August 1896, as shown in statement No. 17, *plus* the outlay incurred since that date by the company, *viz.*, Rs. 26,64,148.
(*e*) Including 2·66 miles (laid on mixed gauge) which is worked over by the East Coast State railway and also worked over by the Southern Mahratta railway, but excluding 0·33 mile (metre gauge) which is worked over only by the Southern Mahratta railway.

14. The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of the North Western State railway proper for 1896 and 1897:

Capital outlay and revenue transactions for the commercial and military sections of the North Western State railway.

	1896.			1897.		
	Commercial section.	Military section.	Total.	Commercial section.	Military section.	Total.
Total capital outlay* . Rs.	34,75,96,515	15,27,16,550	50,03,13,065	35,43,97,232	15,56,50,226	51,00,47,458
Mean mileage worked . Miles	1,703·62	854·12	2,557·74	1,867·75	929·46	2,797·21
Train-mileage . Miles	6,787,381	1,331,884	8,119,265	7,509,332	1,253,403	8,762,735
Gross earnings . . Rs.	2,61,14,476	33,27,274	2,94,41,750	2,94,07,459	34,95,989	3,29,03,448
Working expenses . . Rs.	1,43,02,416	32,52,925	1,75,55,341	1,46,24,965	32,78,006	1,79,02,971
Net earnings, . Rs.	1,18,12,060	74,349	1,18,86,409	1,47,82,494	2,17,983	1,50,00,477
Percentage of working expenses on gross earnings.	54·77	97·77	59·63	49·73	93·76	54·41
Percentage of net earnings on total capital outlay.	3·40	0·05	2·38	4·17	0·14	2·94

*As shown in chapter VII, statement No. 17.

15. Including steam-boat service, and the capital* expenditure on suspense accounts, the total general results of working of all railways during 1897 were as follows :

Capital expenditure and general results of working of all railways.

		Standard gauge. †	Metre gauge.	Special gauges.	Total.
Mileage open at the end of the year	Miles	12,162·14	8,527·25	293·56	20,982·95
Mileage of single track, including sidings	,,	15,787·72	9,632·91	311·57	25,732·20
Mean mileage worked during the year	,,	11,918·52	8,333 37	278·97	20,530·86
Total capital outlay on open lines*	Rs.	1,95,48,17,767	63,06,49,234	1,02,72,008	2,59,57,39,009
Average cost per mile open‡	,,	1,56,625	71,529	33,984	1,20,347
Average cost per mile of single track, including sidings.‡	,,	1,20,657	63,346	32,019	98,147
Gross earnings	,,	18,90,77,909	6,53,14,984	15,58,799	25,59,51,692
Working expenses	,,	9,06,13,396	3,35,77,753	9,20,482	12,51,11,631
Percentage of working expenses on gross earnings.	,,	47·92	51·41	59·05	48·88
Net earnings	Rs.	9,84,64,513	3,17,37,231	6,38,317	13,08,40,061
Percentage of net earnings on total capital cost of open line.		5 03	5·05	6·21	5·04

*The capital expenditure here referred to is that shown in chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).
† Including the Cawnpore-Burhwal railway (metre gauge link).
‡Excluding steam-boat and suspense.

16. From the statement on pages 116 to 119, which summarises the results of working of the principal standard and metre gauge lines, it will be observed that during 1897 the average gross earnings per total train-mile were Rs. 4·01 on the standard gauge and Rs. 3·01 on the metre gauge, the highest on the standard gauge being Rs. 5·86 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·80, on the Bengal Central and East Coast State railways. The highest on the metre gauge was Rs. 6·68 on the Rajputana-Malwa railway and the lowest, Rs. 2·28, on the Southern Mahratta railway.

Statistical results of working the principal standard and metre gauge railways.

The percentage of working expenses on gross earnings ranged on the standard gauge from 29·47 on the East Indian railway to 69·59 on the East Coast State railway, and on the metre gauge from 33·66 on the Jodhpore section of the Jodhpore-Bickaneer railway to 92·71* on the Assam-Bengal railway, the average of the standard gauge lines being 47·80, and of the metre gauge, 50·76.

The average working expenses per total train-mile were Rs. 1·92 on the standard gauge and Rs. 1·53 on the metre gauge, the highest being Rs. 3·20 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 2·30* on the Assam-Bengal railway, metre gauge.

The average coaching earnings per passenger train-mile were Rs. 2·96 on the standard gauge and Rs. 2·85 on the metre gauge, the highest on the standard gauge being Rs. 3·85 on the Nizam's Guaranteed State railway, and the lowest, Rs. 1·85 on the Great Indian Peninsula railway. The highest on the metre gauge was Rs. 3·73 on the Burma railways, and the lowest, Rs. 2·32, on the Southern Mahratta railway.

The average number of passengers carried in a passenger train was 189·19 on the standard gauge and 215·05 on the metre gauge, the highest on the standard gauge being 277·00 on the Nizam's Guaranteed State railway, and the lowest, 125·11, on the Great Indian Peninsula railway. The highest on the metre gauge was 260·49 on the Jodhpore section of the Jodhpore-Bickaneer railway, and the lowest, 176·25, on the Dacca section of the Eastern Bengal State railway.

* See note (*g*), statement 26, page 119.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0·73 pie on the East Indian railway, on which line the average sum received for this work was 2·71 pies. On the metre gauge, the lowest average cost of hauling a passenger one mile was 0·71 pie on the Jodhpore section of the Jodhpore-Bickaneer railway, the average receipts per passenger on this line being 2·08 pies.

The average distance travelled by passengers was on the standard gauge 41·96 miles and on the metre gauge, 36·71 miles.

The average goods earnings per goods train-mile were Rs. 4·64 on the standard gauge and Rs. 2·90 on the metre gauge, the highest on the standard gauge being Rs. 8·93 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·14, on the Bengal Central railway. The highest on the metre gauge was Rs. 4·08 on the Rajputana-Malwa railway, and the lowest, Rs. 1·73* on the Assam-Bengal railway.

The lowest average cost of hauling one ton of goods one mile was 1·42 pies on the East Indian railway, standard gauge, and 2·51 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 4·83 pies and 5·32 pies, respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 160·18 miles and on the metre gauge, 123·89 miles.

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* See footnote (*g*) statement No. 26, page 119.

STATEMENT

Main results of working of all railways for the years ending

Progressive No.	Details.		Previous year. Standard gauge.	Previous year. Metre gauge.	Previous year. Special gauges.	1897 Standard gauge.*	1897 Metre gauge.
1	Open mileage on the 31st December	Miles	11,614·71	8,291·03	267·14	12,241·74	8,447·65
2	Mean mileage worked during the year	Miles	11,452·06	8,065·26	265·92	11,918·52	8,333·37
3	Capital outlay on open line, including steam-boat service and suspense accounts§	Rs.	1,91,18,67,704	61,05,15,257	92,41,492	1,95,70,95,334	62,83,71,666
4	Number of passengers booked	No.	103,326,920	56,482,215	1,008,132	94,897,070	(a)55,478,448
5	Number of passengers booked per mean mile worked	No	9,021	7,006	3,791	7,962	(a) 6,657
6	Tonnage of goods booked	Tons.	24,316,963	7,999,668	154,764	25,323,367	(a) 8,207,721
7	Tonnage of goods booked per mean mile worked.	Tons.	2,123	992	582	2,125	(a) 985
8	Passenger unit-miles and average distance travelled—						
	1st class	Unit-miles	37,507,098	8,596,568	(b) 329,855	37,500,420	(a)8,473,587
		Av. distance	77·49	65·68	(b) 46·33	80·10	(a) 61·69
	2nd class	Unit-miles	133,785,506	36,819,614	(b) 900,786	140,256,711	(a)35,663,940
		Av. distance	47·56	47·39	(b) 39·21	51·55	(a) 45·80
	Intermediate or 3rd and 4th or lowest classes	Unit-miles	4,130,674,562	2,053,873,582	(b) 25,030,569	3,744,133,423	(a) 1,940,980,532
		Av. distance	41·29	36·96	(b) 27·24	40·83	(a) 35·57
	TOTAL	Unit-miles	4,301,967,166	2,099,289,764	(b)26,351,210	3,921,890,554	(a) 1,985,118,059
		Av. distance	41·64	37·17	(b) 26·14	41·33	(a) 35·78
9	Passenger unit-miles per mean mile worked	Miles	375,589	260,404	(b)110,192	329,059	(a) 238,213
10	Ton-mileage and average lead of goods	Ton-miles	3,661,861,796	921,844,138	5,010,020	3,842,273,077	(a)966,119,061
		Av. lead	150·59	115·24	32·37	151·72	(a) 117·71
11	Ton-mileage per mean mile worked	Tons	319,704	114,349	18,842	322,378	(a) 115,934
12	Train-miles	Miles	(d)44,264,682	20,622,139	476,365	(d) 47,231,747	21,671,757
13	Train-miles per mean mile worked	Miles	(d)3,868	2,558	1,791	(d) 3,966	2,601
	Gross earnings—						
14	Coaching — Passengers	Rs.	5,63,60,080	2,52,03,717	(e) 6,40,930	5,15,53,302	2,40,49,540
	Coaching — Other coaching traffic	Rs.	75,74,610	21,46,987	96,568	99,20,224	23,54,140
	TOTAL	Rs.	6,39,34,690	2,73,50,704	7,37,498	6,14,73,526	(f)2,64,25,836
15	Goods	Rs.	11,82,08,245	3,51,23,521	8,19,739	12,18,99,478	3,60,58,010
16	Steam-boat, telegraph and miscellaneous	Rs.	49,32,357	25,23,520	30,151	57,04,905	28,31,138
	TOTAL GROSS EARNINGS	Rs.	18,70,75,292	6,49,97,745	15,87,388	18,90,77,909	6,53,14,984
17	**Gross earnings per mean mile worked per week, excluding steam-boat**	Rs.	312·55	152·51	114·80	303·83	148·14
	Working expenses—						
18	Maintenance	Rs.	2,39,92,028	74,85,696	1,87,544	2,40,77,841	81,00,328
19	Locomotive	Rs.	2,93,70,319	1,07,23,509	2,70,124	2,96,35,279	1,05,86,785
20	Carriage and wagon	Rs.	79,01,965	29,07,545	1,04,907	86,75,803	27,19,421
21	Traffic	Rs.	1,44,37,951	56,15,354	1,48,801	1,50,25,343	58,76,720
22	General	Rs.	81,38,829	45,53,280	1,34,627	83,82,240	47,62,817
23	Steam-boat, special and miscellaneous, and rent of leased lines	Rs.	34,74,950	13,22,668	15,987	39,49,522	12,67,249
24	Contribution to Provident Fund	Rs.	9,29,469	2,53,441	7,881	8,67,368	2,64,433
	TOTAL WORKING EXPENSES	Rs.	8,82,45,511	3,28,61,493	8,69,871	9,06,13,396	3,35,77,753
25	**Percentage of working expenses on gross earnings**	Per cent.	47·17	50·56	54·80	47·92	51·41
26	Net earnings	Rs.	9,88,29,781	3,21,36,252	7,17,517	9,84,64,513	3,17,37,231
27	**Percentage of net earnings on total capital outlay§ on open line, including suspense**	Per cent.	5·17	5·27	7·76	5·03	5·05

* Including the Cawnpore-Burhwal railway (metre gauge link).

§ The capital outlay here referred to is that shown in chapter VII, statement No. 22, in the report for 1896-97 and in the present report.

No. 25.

with the 31st December 1896 and the 31st December 1897.

Special gauges.	Total of all gauges. Previous year.	Total of all gauges. 1897.	Increase or decrease in 1897.	Percentage of increase or decrease. Increase.	Percentage of increase or decrease. Decrease.	Progressive No.	Remarks.
293·56	20,172·88	20,982·95	810·07	4·02	...	1	See also statement No. 32, chapter ix.
278·97	19,783·24	20,530·86	747·62	3·78	...	2	
1,02,72,008	2,53,16,24,453	2,59,57,39,008	6,41,14,555	2·53	...	3	See also statement No. 22, chapter vii.
888,298	160,817,267	(a) 151,263,816	*—9,553,451*	...	5·94	4	See also statement No. 33, chapter ix.
3,184	8,129	(a) 7,368	*—761*	...	9·36	5	
167,529	32,471,335	(a) 33,698,617	1,227,282	3·78	...	6	See also statement No. 34, chapter ix.
601	1,641	(a) 1,641	...	...	...	7	(a) Excluding the figures for the Jámnagar railway for the first-half of 1897.
(c)321,460	(b)46,433,521	(a) & (c) 46,295,467	*—138,054*	...	0·30		
(c)46·58	(b)74·65	(a) & (c) 75·59	0·94	1·26	...		
(c)997,854	(b)171,595,906	(a) & (c) 176,918,505	5,322,599	3·10	...		
(c)47·16	(b)47·46	(a) & (c)50·25	2·79	5·88	...		
(c)15,696,643	(b)6,209,578,713	(a) & (c) 5,700,810,598	*—508,768,115*	...	8·19	8	See also statement No. 35, chapter ix.
(c)38·53	(b)39·67	(a) & (c)38·87	*—0·80*	...	2·02		
(b)23,938,363	(b)6,427,608,140	(a) & (b) 5,930,946,976	*—496,661,164*	...	7·73		
(b)28·80	(b)39·98	(a) & (b)39·22	*—0·76*	...	1·90		(b) Excluding the Jorhát railway. Information not received.
(b) 94,869	(b)325,370	(a)&(b)288,879	*—36,491*	...	11·21	9	(c) Excluding the figures for the Jorhát, the Gaekwar's Dabhoi and the Rajpipla railways.
5,414,529	4,588,716,024	(a) 4,813,836,667	225,120,643	4·91	...	10	See also statement No. 35, chapter ix.
32·50	141·32	(a)142·85	1·53	1·08	...		
19,517	231,970	(a) 234,468	2,498	1·08	...	11	
492,662	(d) 65,363,186	(d)69,396,166	4,032,980	6·17	...	12	See also statement No. 45, chapter xiii.
1,766	(d)3,305	(d)3,381	101	3·06	...	13	(d) Excluding the Calcutta Port Commissioners' railway.
(e) 5,91,742	8,22,04,727	7,61,94,584	*—60,10,143*	...	7·31		(e) Including the other coaching traffic of the Jorhát railway.
97,644	98,18,165	1,23,72,008	25,53,813	26·01	...	14	See also statements Nos. 33 and 36, chapter ix.
6,89,386	9,20,22,892	(f) 8,85,88,748	*—34,34,144*	...	3·73		(f) Including Rs. 22,156 for the Jámnagar railway for the first-half of 1897 for which details are not furnished.
8,01,338	15,41,51,505	15,87,58,826	46,07,321	2·99	...	15	See also statements Nos. 34 and 36, chapter ix.
68,075	74,86,028	86,04,118	11,18,090	14·94	...	16	
15,58,799	25,36,60,425	25,59,51,692	22,91,267	0·90	...	...	
107·46	**244·67**	**237·97**	*—6·70*	...	**2·82**	17	
2,08,081	3,16,65,268	3,25,86,250	7,20,982	2·28	...	18	
2,88,344	4,03,63,952	4,05,10,408	1,46,456	0·36	...	19	
94,261	1,09,14,417	1,14,89,485	5,75,068	5·27	...	20	
1,60,500	2,02,02,106	2,10,62,563	8,60,457	4·26	...	21	
1,30,282	1,28,26,736	1,32,84,339	4,57,603	3·57	...	22	See also statements Nos. 36 and 37, chapter ix.
22,718	48,13,605	52,30,489	4,25,884	8·85	...	23	
7,296	11,90,791	11,39,097	*—51,694*	...	4·34	24	
9,20,482	12,19,76,875	12,51,11,631	31,34,756	2·57	...	...	
59·05	**48·09**	**48·88**	**0·79**	**1·64**	...	25	
6,38,317	13,16,83,550	13,08,40,061	*—8,43,489*	...	0·64	26	
6·21	**5·20**	**5·04**	*—0·16*	...	...	27	

giving the expenditure on lines open to traffic only, and excluding the *premia* on lines purchased and expenditure on unopen extensions.

STATEMENT

General results of working the principal standard and metre gauge

Progressive No.	Headings.		State lines worked by companies.				State lines worked	
			I East Indian.	II Bengal Central.	III Bengal-Nágpur.	IV Indian Midland (c).	XI North Western. (e)	XIII Oudh and Rohilkhand. ‖
	STANDARD GAUGE.							
1	Miles open on the 31st December 1897	Miles.	1,705·09	125·01	860·88	922·21	2,817·02	891·97
2	Total length of sidings	,,	468·95	21·69	99·06	113·42	651·90	130·82
3	Total length of single track, including sidings	,,	2,648·29	146·70	959·94	1,035·63	3,554·41	1,022·79
4	Mean mileage worked during the year	,,	(b) 1,738·16	125·01	862·33	(d) 944·82	(f) 2,813·13	878·09
5	Capital outlay on open line to the 31st December 1897, *including steam-boat service and suspense**	Rs.	39,16,73,950	1,17,36,811	9,95,40,391	10,89,07,700	47,05,38,270	10,76,73,977
6	Capital outlay on open line to the 31st December 1897, *exclusive of steam-boat service and suspense**	,,	37,86,97,580	1,14,10,112	9,75,83,884	10,71,57,074	45,62,90,468	10,57,20,203
7	Average cost per mile of railway (a)	,,	2,22,098	91,274	1,13,354	1,16,196	1,61,976	1,18,524
8	Average cost per mile of single track including sidings (a)	,,	1,42,997	77,778	1,01,656	1,03,470	1,28,373	1,03,365
9	Coaching earnings	,,	1,71,51,118	6,72,030	13,95,906	23,93,364	1,23,28,846	36,80,238
10	Goods earnings	,,	4,06,69,783	3,86,189	42,32,727	39,14,737	1,95,62,594	42,66,408
11	Gross earnings	,,	5,88,28,014	11,38,199	62,00,309	64,47,857	3,29,28,933	85,15,855
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings	,,	649	175	138	131	225	186
13	Working expenses	,,	1,73,34,553	6,48,513	32,20,750	36,09,698	(g)1,79,17,116	48,19,077
14	Working expenses per cent. of gross earnings	Per cent.	29·47	56·98	51·94	55·98	54·41	56·59
15	Net earnings	Rs.	4,14,93,461	4,89,686	29,79,559	28,38,159	1,50,11,817	36,96,778
16	Net earnings per cent. on capital outlay (5)	Per cent.	10·59	4·17	2·99	2·61	3·19	3·43
17	Net earnings per cent. on paid up capital	,,	...	...	2·94	2·71	...	...
18	Passenger train-miles	Miles.	4,777,002	225,628	652,882	819,811	3,899,747	1,116,156
19	Goods train-miles	,,	7,785,669	180,742	1,147,390	937,013	4,886,764	1,285,866
20	Total train-miles	,,	12,562,671	406,370	1,800,272	1,756,824	8,786,511	2,402,022
21	Coaching earnings per passenger train-mile	Rs.	3·59	2·98	2·14	2·92	3·16	3·30
22	Goods earnings per goods train-mile	,,	5·22	2·14	3·69	4·18	4·00	3·32
23	Gross earnings per train-mile	,,	4·68	2·80	3·45	3·67	3·75	3·57
24	Working expenses per train-mile	,,	1·38	1·60	1·79	2·05	2·04	2·06
25	Net earnings per train-mile	,,	3·30	1·20	1·66	1·62	1·71	1·51
26	Cost of train staff per train-mile	Annas.	0·91	0·40	0·64	0·61	(h) 0·85	0·77
27	Average number of passengers in a passenger train	No.	221·78	173·90	171·44	158·26	189·23	207·59
28	Average distance travelled by a passenger	Miles.	62·00	23·69	52·72	74·23	54·90	45·70
29	Average number of tons in a goods train	Tons.	207·78	62·60	121·88	122·73	121·14	112·36
30	Average distance over which a ton of goods was hauled	Miles.	211·13	63·97	98·70	185 37	136·00	91·31
	Average number of vehicles (excluding brake-vans)—							
31	In each passenger train	No.	14·56	11·20	9·61	11·00	13·31	11·73
32	In each goods train	,,	30·55	15·54	26·24	28·00	27·91	28·29
33	In each mixed train — Passenger carriages	,,	14·88	17·95	7·53	9·00	8·55	8·61
	In each mixed train — Goods vehicles	,,	3·34	9·90	13·92	12·00	7·55	10·97
34	Number of passengers carried one mile	Unit-miles	1,059,441,113	39,237,045	111,932,008	129,745,584	737,956,136	231,698,625
35	Number of tons of goods carried one mile	Ton-miles	1,617,702,009	11,315,089	139,848,897	115,001,083	591,958,546	144,478,594
	Average cost of hauling for one mile—							
36	One passenger unit	Pies	0·73	1·37	1·42	1·55	(h) 1·33	1·40
37	One ton of goods	,,	1·42	4·39	2·95	3·77	(h) 3·69	3·68
	Average sum received for carrying for one mile—							
38	One passenger unit	Pies.	2·71	3·03	2·19	2·87	2·45	2·68
39	One ton of goods	,,	4·83	6·55	5·81	6·54	6·35	5·67

N.B.—For information given under progressive numbers 1 to 16, 18 to 25

* The capital outlay here referred to is that shown in chapter

† Including 2·66 miles

‡ Including 1·60 miles

‖ Including the Cawnpore-Burhwal

No. 26.

railways during the year ending with the 31st December 1897.

BY THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of principal standard gauge lines.	Progressive No.	REMARKS.
XIV Eastern Bengal.	XVI East Coast.	XVIII Great Indian Peninsula. (*i*)	XIX Bombay, Baroda and Central India (*k*)	XX Madras. (*n*)	XXXII The Nizam's Guaranteed State. (*p*)			
253·49	†538·78	1,288·00	460·90	857·68	(*q*) 352·90	11,073·93	1	(*a*) Excluding steam-boat service and suspense.
104·11	‡79·36	256·41	117·52	147·58	38·41	2,229·23	2	
469·06	††618·14	2,006·33	676·41	1,047·67	391·31	14,576·68	3	(*b*) Including 34·50 miles of the Eastern Bengal State railway and 1·00 mile of the Rajputana-Malwa railway worked over.
252·62	534·03	1,491·31	460·90	857·68	(*r*) 354·70	11,312·78	4	
6,73,67,967	5,65,59,993	27,92,85,611	(*l*) 10,71,18,625	12,28,34,522	4,24,56,362	1,86,56,94,179	5	(*c*) Including the Bhopal-Itársi, the Bína-Goona and the Bhopal-Ujjain railways, except as regards item 17.
6,29,63,770	5,45,20,684	27,55,96,212	(*l*) 10,35,28,164	12,04,96,515	4,18,73,581	1,81,58,38,247	6	
2,48,388	1,01,193	2,13,972	(*l*) 2,24,622	1,40,491	1,18,656	1,63,974	7	(*d*) Including 2·89 miles of the Rajputana-Malwa railway, 1·00 mile of the Oudh and Rohilkhand State railway, 15·30 miles of the East Indian railway, and 0·13 mile of the Great Indian Peninsula railway worked over.
1,34,234	88,201	1,37,363	(*l*) 1,53,055	1,15,015	1,07,009	1,24,572	8	
27,83,550	14,36,460	77,89,154	43,44,591	46,32,757	8,81,461	5,94,89,475	9	
57,21,060	11,35,154	2,02,93,641	95,45,841	68,65,894	28,24,280	11,94,18,308	10	
89,35,389	28,57,288	2,84,32,402	1,42,61,293	1,17,38,041	37,77,154	18,40,60,734	11	(*e*) Including the Jammu and Kashmir railway (Native state section), except as regards items 1, 2, 3, 5, 6, 7, 8, 15 and 16, but excluding the Hyderabad-Shadipalli, the Rájpura-Bhátinda and the Southern Punjab railways.
678	100	367	595	263	205	313	12	
41,53,270	19,88,318	(*j*) 1,90,38,005	77,91,091	56,22,068	(*s*) 18,38,385	8,79,80,844	13	(*f*) Including 13·00 miles of the East Indian railway and 0·31 mile of the Southern Punjab railway worked over, but excluding 6·12 miles used for military traffic only.
46·48	69·59	66·96	54·63	47·90	48·67	47·80	14	
47,82,119	8,68,970	93,94,397	64,70,202	61,15,973	19,38,769	9,60,79,890	15	
7·10	1·05	3·36	6·09	4·98	4·73	5·15	16	(*g*) Including rent of leased line (Rs. 10,246).
...	...	3·36	6·25	(*o*) 5·03	4·00	...	17	
1,011,059	525,246	4,214,815	1,362,354	1,292,674	229,173	20,126,547	18	(*h*) Including the Hyerabad-Shadipalli, the Rájpura-Bhátinda and the Southern Punjab railways.
1,021,128	492,645	4,881,983	1,069,535	1,354,762	680,447	25,723,944	19	
2,032,187	1,017,891	9,096,798	2,431,889	2,647,436	909,620	45,850,491	20	
2·75	2·73	1·85	3·19	3·58	3·85	2·96	21	(*i*) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways, except as regards items 1, 2, 3, 5, 6, 7, 8, 15, 16 and 17.
5·60	2·30	4·16	8·93	5·07	4·15	4·64	22	
4·39	2·80	3·12	5·86	4·43	4·15	4·01	23	
2·04	1·95	2·09	3·20	2·12	2·02	1·92	24	(*j*) Including rent of leased lines (Rs. 3,98,103), but excluding charges incurred direct by the State.
2·35	0·85	1·03	2·66	2·31	2·13	2·09	25	
0·78	0·67	1·33	(*m*) 0·60	0·69	0·74	...	26	(*k*) Including the Pátri branch.
173·59	236·15	125·11	195·81	263·54	277·00	189·19	27	(*l*) Including the state outlay on the Pátri branch (Rs. 8,08,405). Excluding this outlay, the cost per mile is Rs. 2,22,868, and per milé of single track including sidings, Rs. 1,51,860.
26·56	42·09	36·41	19·99	30·76	49·09	41·96	28	
130·13	103·77	103·44	210·04	116·44	152·23	147·54	29	
88·66	98·82	221·19	144·06	126·17	133·92	160·18	30	(*m*) Including the Gaekwar's Petlád and the Mágdá-Ujjain railways.
12·42	10·73	12·00	12·45	11·78	10·11	...	31	(*n*) Including the Kolar Gold-fields railway and the Madras-Ennúr section (Bezwada-Madras), except as regards item 17.
32·23	15·15	23·00	40·64	23·40	22·92	...	32	
10·62	10·26	8·00	9·00	6·13	7·52	...	33	(*o*) Excluding £ 100,000 raised specially for construction of the Calicut-Cannanore extension.
6·10	6·74	5·00	12·47	17·43	18·76	...		
175,512,315	124,035,641	527,310,853	266,764,547	340,665,215	63,482,137	3,807,781,219	34	(*p*) Including the Bezwada extension (East Coast State), except as regards items 15, 16 and 17.
132,877,509	51,122,830	504,970,009	224,641,786	157,754,586	103,584,297	3,795,255,235	35	(*q*) Including 2·19 miles (Trimulgherry branch) used for military traffic only.
1·24	1·19	2·15	1·77	0·96	0·88	...	36	
3·57	3·31	4·41	4·03	4·34	2·51	...	37	(*r*) Including 3·10 miles worked over twice by each train, and 0·89 mile of the East Coast State railway worked over, but excluding 2·19 miles used for military traffic only.
2·76	2·10	2·28	2·63	2·26	2·33	...	38	
8·27	4·26	7·72	8·16	8·36	5·23	...	39	(*s*) Including rent of leased line (Rs. 80,808).

and 34 and 35, see also statements Nos. 22, 32, 33, 34, 35, 36, 37 and 45.
VII, statement No. 22, which is that on lines open to traffic, excluding premia on lines purchased and expenditure on unopen extensions.
(laid on the mixed gauge) and 0·33 mile (metre gauge).
of metre gauge sidings.
railway (metre gauge link), excepting items 23 to 26 and 31 to 33.

STATEMENT

General results of working the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES. XXXIX Bengal and North-Western—Tirhoot and Company's sections.	XLI Rajputana-Malwa.	XLIII Southern Mahratta. (d)	XLVI South Indian. (e)	XLVIII Assam-Bengal. (g)
	METRE GAUGE.					
1	Miles open on the 31st December 1897 . . Miles	827·35	1,673·94	1,553·21	1,049·39	(h) 360·63
2	Total length of sidings . . . . . ,,	120·36	(b) 251·39	157·13	135·56	38·48
3	Total length of single track, including sidings . ,,	947·71	1,926·47	1,710·34	1,184·95	399 11
4	Mean mileage worked during the year . . . ,,	815·66	1,673·94	†1,556·20	1,049·39	301·18
5	Capital outlay on open line to the 31st December 1897, *including steam-boat service and suspense** . . Rs.	5,66,45,463	13,19,94,793	12,32,53,874	7,72,15,401	3,68,72,000
6	Capital outlay on open line to the 31st December 1897, *exclusive of steam-boat service and suspense** . . ,,	5,37,90,404	12,87,20,729	12,11,03,165	7,18,17,029	3,36,22,400
7	Average cost per mile of railway (a) . . . ,,	65,015	76,897	77,970	71,296	93,232
8	Average cost per mile of single track, including sidings (a) . . . . . ,,	56,758	66,817	70,806	63,139	84,243
9	Coaching earnings . . . . . ,,	23,36,747	61,34,208	30,57,058	49,82,860	5,39,843
10	Goods earnings . . . . . ,,	28,29,311	1,18,84,987	61,72,555	39,34,427	4,24,339
11	Gross earnings . . . . . ,,	59,93,826	1,84,74,358	94,08,260	92,18,001	9,90,640
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . ,,	128	212	116	169	63
13	Working expenses . . . . . ,,	26,24,173	86,09,937	53,65,638	48,86,113	9,18,426
14	Working expenses per cent. of gross earnings Per cent.	43·78	46·60	57·03	53·01	92·71
15	Net earnings . . . . . Rs.	33,69,653	98,64,421	40,42,622	43,31,888	72,214
16	Net earnings per cent. on capital outlay (5) Per cent	5·95	7 47	3·28	5·61	0·20
17	Net earnings per cent. on paid up capital . . ,,	...	...	...	...	...
18	Passenger train-miles . . . . . Miles	906,643	2,106,120	1,315,744	1,926,987	154,423
19	Goods train-miles . . . . . ,,	1,131,497	2,912,986	2,797,480	1,586,451	245,656
20	Total train-miles . . . . . ,,	2,038,140	5,019,106	4,113,224	3,513,438	400,079
21	Coach[illegible] earnings per passenger train-mile . . Rs.	2·58	2·91	2 32	2·59	3·50
22	Goods earni[illegible]gs per goods train-mile . . . ,,	2·50	4·08	2·21	2·48	1·73
23	Gross earning[illegible] per train-mile . . . . ,,	2·94	3·68	2·28	2·62	2·48
24	Working expen[illegible]ses per train-mile . . . . ,,	1·29	1 72	1·30	1·39	2·30
25	Net earnings pe[illegible]r train-mile . . . . ,,	1·65	1·96	0 98	1·23	0 18
26	Cost of train st[illegible]aff per train-mile . . . . Annas	0·48	(c) 0·67	0·48	(f) 0·38	0·78
27	Average num[illegible]ber of passengers in a passenger train . . . . . No.	219·74	225·92	186·37	228·46	202 01
28	Average distance travelled by a passenger . . Miles	33·83	50 18	38·19	33·75	32·96
29	Average number of tons in a goods train . . Tons.	90·32	105·44	70 27	56 00	68·07
30	Average distance over which a ton of goods was hauled . . . . . Miles	109·76	203·02	184·45	65·39	49·40
	Average number of vehicles (excluding brake-vans)—					
31	In each passenger train . . . . . No.	12·00	14·14	10·78	10·12	25·00
32	In each goods train . . . . . ,,	36·00	29·44	25·18	14·35	32·00
33	In each mixed train { Passenger carriages . ,,	21·00	12·29	6 26	15·02	11·00
	In each mixed train { Goods vehicles . . ,,	20·00	11·02	13·65	11·85	15·00
34	Number of passengers carried one mile . Unit-miles	199,224,427	475,818,057	245,217,965	440,245,912	31,195,721
35	Number of tons of goods carried one mile . Ton-miles	102,192,694	367,133,122	196,576,175	88,847,158	16,720,806
36	Average cost of hauling for one mile— One passenger unit . . . . . Pies	0·77	0·97	1·11	(f) 0·95	2·07
37	One ton of goods . . . . . ,,	2·51	3·54	3 65	(f) 4·75	6·02
38	Average sum received for carrying for one mile— One passenger unit . . . . . Pies	2·10	2·12	2·12	2·07	3·12
39	One ton of goods . . . . . ,,	5·32	7·43	6·03	8·50	4·87

N B.—For information given under progressive numbers 1 to 16, 18 to 25

* The capital outlay here referred to is that shown in chapter

† Including 2·66 miles (laid on mixed gauge) and

No. 26—*concld.*

railways during the year ending with the 31st December 1897—concld.

XLIX Burma.	State line worked by the State. L Eastern Bengal. Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch.)	State line worked by the State. L Eastern Bengal. Dacca section.	Assisted Company. LIV Rohilkund and Kumaon, (Company's section). (*i*)	Lines owned and worked by Native States. LXIX. Jodhpore-Bickaneer. Jodhpore section.	Lines owned and worked by Native States. LXIX. Jodhpore-Bickaneer. Bickaneer section.	LXXI Bhávnagar Gondal-Junágad-Porbandar. (*k*)	Total and average of principal metre gauge lines.	Progressive No.	Remarks.
887·00	478·47	85·92	285·09	320·50	43·50	(*l*) 379·69	7,944·69	1	
138·49	79·56	14·64	35·10	9·50	1·00	45·62	1,026·83	2	
1,035·04	558·03	100·56	320·19	330·00	44·50	425·31	8,982·21	3	(*a*) Excluding steam-boat service and suspense.
887·00	478·20	85·92	279·32	320·50	43·50	379·69	7,870·50	4	(*b*) Including 3·07 miles of main line laid on the standard gauge.
7,80,86,118	4,09,10,195	67,45,941	1,14,16,087	64,62,678	9,73,473	1,92,01,115	58,97,77,138	5	
7,56,51,826	3,99,15,370	67,45,941	1,09,87,531	64,62,678	9,73,473	1,89,06,632	57,16,97,178	6	(*c*) Including the Pálanpur-Deesa, the Gaekwar's Mehsána, the Oodeypore-Chitor and the Ahmedabad Paránti railways.
85,290	83,423	78,514	38,541	20,164	22,379	(*m*) 50,392	72,000	7	
73,091	71,529	67,084	34,316	19,584	21,876	(*n*) 45,458	63,714	8	(*d*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
43,68,232	18,11,656	3,35,348	5,42,444	4,81,902	38,862	9,99,586	2,56,28,746	9	
41,76,612	29,85,464	1,63,996	5,65,948	6,19,542	66,902	9,54,135	3,47,78,268	10	
86,76,404	53,16,051	5,10,793	12,51,092	11,22,658	1,17,010	20,26,893	6,31,05,986	11	(*e*) Including the Pondicherry railway.
188	195	114	86	67	52	103	152	12	(*f*) Including the Pondicherry and the Máyavaram-Mutupet railways.
47,93,729	22,56,334	2,85,636	7,42,997	3,77,859	51,506	11,23,092	3,20,35,440	13	(*g*) The results shown under this railway are abnormal, chiefly owing to the undeveloped state of the traffic on the line, and to the fact that certain portions of the open sections damaged by the earthquake in June 1897 had to be temporarily closed during the year.
55·25	42·44	55·92	59·39	33·66	44·02	55·41	50·76	14	
38,82,675	30,59,717	2,25,157	5,08,095	7,44,799	65,504	9,03,801	3,10,70,546	15	
4·97	7·48	3·34	4·45	11·52	6·73	4 77	5·27	16	
3·59	...	...	...	...	...	...	...	17	
1,171,675	600,496	133,141	188,348	150,000	16,490	312,579	8,982,646	18	(*h*) Including the Gauhati-Jamuna Mukh section, 74·73 miles, temporarily closed from the 13th June 1897, on account of damages done by the recent earthquake.
1,635,129	851,477	76,755	232,951	181,774	32,896	274,679	12,009,731	19	
2,806,804	1,451,973	209,896	471,299	331,774	49,386	587,258	20,992,377	20	
3·73	3·02	2·52	2·88	3·21	2·36	3·20	2·85	21	(*i*) Including the Lucknow-Bareilly section.
2·55	3·51	2·14	2·00	3·41	2·03	3·47	2·90	22	(*j*) No passenger trains were run.
3·09	3 66	2·43	2·65	3·38	2·37	3·45	3·01	23	
1·71	1·55	1·36	1·58	1·14	1·04	1·91	1·53	24	(*k*) Including the Jetalsar-Rájkot railway, but excluding the Jámnagar railway except in the case of items 36 and 37.
1·38	2·11	1·07	1·07	2·24	1·33	1·54	1·48	25	
0·74	0·50	0 39	0·44	0 19	0·19	0·42	...	26	(*l*) Including 4·50 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.
226·76	189·16	176·25	176·58	260·49	187·64	197·93	215·05	27	
29·28	37·04	21·31	33·93	57·28	35·36	33·61	36·71	28	(*m*) Calculated on 375·19 miles, excluding dock mileage, *vide* note (*l*).
74·86	71·36	52·25	54·29	64 67	48·22	61·71	78·63	29	(*n*) Calculated on 415·91 miles, excluding the length of single track including sidings of dock line.
106·13	113·32	59·30	64·99	107·58	45·77	61 09	123·89	30	
16·27	14·83	3·05	(*j*)	11·03	12·76	9·03	...	31	
23·94	35·19	16·30	21·00	22·43	23·46	27·23	...	32	
11·36	10 30	11·41	18·00	9·56	8·15	12·78	...	33	
13·94	10·19	5·22	9·00	11·98	10·77	6·81	...		
265,685,931	113,588,982	23,465,466	33,259,233	39,072,843	3,094,275	61,868,168	1,931,736,980	34	
122,402,869	60,762,986	4,010,114	15,362,052	11,754,813	1,586,081	16,950,834	944,299,754	35	
1·25	0·93	1·28	1·06	0·71	0·81	1·49	...	36	
4·56	4·04	5·21	3·84	3·31	3·24	6·26	...	37	
3·02	2·70	2·60	2 66	2·08	2·10	2·89	...	38	
6·55	9·43	7·85	7·07	10·12	8·10	10·81	...	39	

and 34 and 35, see also statements Nos. 22, 32, 33, 34, 35, 36, 37 and 45.
VII, statement No. 22, which is that on lines open to traffic, excluding *premia* on lines purchased and expenditure on unopen extensions.
0·33 mile (metre gauge) of the East Coast State railway worked over by the Southern Mahratta railway.

STATEMENT No. 27.

Guaranteed interest—Indian railways.

Total amount advanced on account of guaranteed interest to the 31st December 1897, the net revenue of these railways to the 30th June 1897 appropriated towards the repayment of that amount and the balance.

Classification No.	Railway Company.	Interest advanced to the 31st December 1896.	Interest advanced during 1897.				Total. (b)	Aggregate of net revenue balance for the several half-years to the 30th June 1897.	Net amount advanced.
			England.	India.	Interest charged on overdrawn capital. (a)	Total.			
		£	£	£	£	£	£	£	£
XVIII	Great Indian Peninsula	38,146,258	1,194,882	1,412	546	1,196,840	39,343,098	35,921,046	3,422,052
XIX	Bombay, Baroda and Central India . . .	13,280,451	433,267	105	3,886	437,258	13,717,709	12,884,282	833,427
XX	Madras	17,879,322	531,501	...	2,310	533,811	18,413,133	10,108,181	8,304,952
	TOTAL	69,306,031	2,159,650	1,517	6,742	2,167,909	71,473,940	58,913,509	12,560,431

(a) Interest on overdrawn capital is for the year 1897, being charged in that year by transfer entry.

(b) Represents interest due up to the 30th June 1897 only, the interest for the half-year ended the 31st December 1897 not being paid until the succeeding half-year.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

STATEMENT No. 28.

Amounts of total surplus profits on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the 31st December 1897 inclusive.

Half year ending	XVIII Great Indian Peninsula railway.	XIX Bombay, Baroda and Central India railway.	XX Madras railway.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
To end of 1880	1,47,80,444	4,02,862	...	1,51,83,306
June 1881	36,90,753	17,28,545	...	54,19,298
December 1881	13,614	...	...	13,614
June 1882	64,37,716	16,12,691	...	80,50,407
December 1882	...	...	...	...
June 1883	66,52,396	22,03,353	...	88,55,749
December 1883	...	86,214	...	86,214
June 1884	49,51,342	27,05,193	...	76,56,535
December 1884	...	...	...	...
June 1885	54,04,778	22,46,727	...	76,51,505
December 1885	...	6,66,993	...	6,66,993
June 1886	66,37,691	27,31,549	...	93,69,240
December 1886	13,71,491	6,64,036	...	20,35,527
June 1887	82,13,411	25,76,695	...	1,07,90,106
December 1887	...	6,644	...	6,644
June 1888	79,11,414	22,65,611	...	1,01,77,025
December 1888	7,78,571	2,64,174	...	10,42,745
June 1889	53,73,655	26,37,284	...	80,10,939
December 1889	...	3,35,498	...	3,35,498
June 1890	62,09,943	26,12,555	...	88,22,498
December 1890	...	2,31,686	...	2,31,686
June 1891	1,03,78,016	31,79,971	...	1,35,57,987
December 1891	...	4,32,725	...	4,32,725
June 1892	76,27,013	32,98,109	...	1,09,25,122
December 1892	...	2,75,400	...	2,75,400
June 1893	58,62,262	39,97,617	...	98,59,879
December 1893	...	10,21,458	...	10,21,458
June 1894	60,80,662	43,29,467	...	1,04,10,129
December 1894	...	11,41,960	...	11,41,960
June 1895	32,40,722	50,60,959	1,12,099	84,13,780
December 1895	...	12,14,280	...	12,14,280
June 1896	43,06,515	37,10,596	...	80,17,111
December 1896	...	4,45,662	...	4,45,662
June 1897	...	19,03,090	1,82,678	20,85,768
December 1897	...	...	10,449	10,449
TOTAL	11,59,22,409	5,59,89,604	3,05,226	17,22,17,239
Add —Guaranteed lines subsequently purchased by Government—				
East Indian railway	...	...	...	6,38,77,385
Eastern Bengal railway	...	...	...	93,09,567
Sind, Punjab and Delhi railway	...	...	...	2,96,825
South Indian railway	...	...	...	2,92,112
TOTAL	...	...	...	24,59,93,128

STATEMENT No. 29.

Guaranteed railways.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

YEAR.	Capital expended to the 31st March.	Net revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31st December.	Interest in excess of revenue.	Revenue in excess of interest.
	£	£	£	£	£
1870 . . .	83,910,587	2,846,600	4,344,113	1,497,513	...
1871 . . .	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 . . .	90,183,585	2,869,223	4,603,853	1,734,630	...
1873 . . .	90,660,830	3,185,069	4,613,573	1,428,504	...
1874 . . .	91,353,883	3,956,071	4,651,088	695,017	...
1875 . . .	92,441,794	3,576,514	4,641,979	1,065,465	...
1876 . . .	93,392,600	4,442,430	4,658,947	216,517	...
1877 . . .	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 . . .	95,430,863	5,002,028	4,708,134	...	293,894
1879 . . .	96,444,666	5,062,188	4,748,233	...	313,955
1880* . . .	65,907,288	2,662,213	3,263,179	600,966	...
1881 . . .	66,349,320	3,110,824	3,272,651	161,827	...
1882 . . .	67,021,755	3,319,439	3,279,407	...	40,032
1883 . . .	67,431,448	3,542,973	3,289,439	...	253,534
1884 . . .	68,769,369	3,207,313	3,243,015	35,702	...
1885† . . .	66,558,570	3,505,142	3,191,169	...	313,973
1886‡ . . .	56,814,758	3,378,242	2,702,701	...	675,541
1887 . . .	57,046,325	3,326,485	2,725,445	...	601,040
1888 . . .	57,694,898	3,433,689	2,688,848	...	744,841
1889§ . . .	49,045,463	2,853,584	2,345,383	...	508,201
1890 . . .	49,385,293	3,107,217	2,361,094	...	746,123
1891‖ . . .	45,091,263	3,266,586	2,151,338	...	1,115,248
1892 . .	45,137,155	3,012,611	2,148,725	...	863,886
1893 . . .	45,207,409	3,046,225	2,157,007	...	889,218
1894 . . .	45,276,701	2,886,556	2,160,536	...	726,020
1895 . . .	45,594,262	2,909,568	2,164,151	...	745,417
1896 . . .	45,912,510	2,739,964	2,167,939	...	572,025
1897 . . .	46,174,078	2,009,462	2,163,464	154,002	...

* East Indian railway excluded from this and subsequent years.
† Eastern Bengal railway ditto ditto.
‡ Sindh, Punjab and Delhi railway ditto ditto.
§ Oudh and Rohilkhand railway ditto ditto.
‖ South Indian railway ditto ditto.

STATEMENT No. 30.

Results of working the guaranteed railways and lines leased to or purchased from companies and worked by companies for the year ended 31st December 1897.

Classification No.	RAILWAY.	Capital cost.	(f) Net Revenue, less contribution to Provident Fund.	Amount chargeable against net revenue under contract on account of interest.	Surplus for division as arrived at under terms of contract 4—5.	Company's share of profits for the year.	(a) Dividend earned by company including guaranteed interest.	Amount of interest charges to Government, sterling amounts being converted at average rate of exchange for official year.	Charges for land and cost of controlling establishment for guaranteed railways.	Total actual charges to Government for interest, surplus profits, etc., 7 +9 + 10	Net result to Government. + gain. —loss.
1	2	3	4	5	6	7	8	9	10	11	12
	State lines worked by companies.		Rs.	Rs.	Rs.	Rs.	£ s. d.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	£37,200,000 Rs. 5,97,67,029	4,1,493,460	(b)2,95,54,644	1,19,38,816	23,87,763	6 6 9	(b) 2,64,09,603	...	2,87,97,366	+1,26,96,094
II	BENGAL CENTRAL	1,17,36,810	4,89,686	5,36,809	...	(e) 1,22,422	5 1 4	5,26,500	...	6,48,922	—*1,59,236*
III	BENGAL-NÁGPUR	13,04,58,784	29,79,559	51,35,240	...	...	4 0 0	48,82,570	...	48,82,570	—*19,03,011*
IV	INDIAN MIDLAND	9,77,94,421	24,06,566	42,53,892	...	...	4 0 0	40,48,537	...	40,48,537	—*16,41,971*
VI & XLI	RAJPUTANA-MALWA	14,94,51,054	1,01,54,250	73,18,106	28,36,144	5,67,229	(c)	60,48,581	...	66,15,810	+35,38,440
XLIII	SOUTHERN MAHRATTA	9,67,12,838	27,79,211	42,62,886	...	(e) 6,94,803	5 2 9	41,40,360	...	48,35,150	—*20,55,952*
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	1,51,99,757	8,00,124	7,75,708	...	(e) 2,00,031		(d) 6,50,872	...	8,50,903	—*50,779*
XLVI	SOUTH INDIAN	£5,692,557 Rs. 2,64,54,447	42,92,626	24,39,424	18,53,202	3,37,792	5 3 3	38,22,166	...	41,59,958	+1,32,668
XLVIII	ASSAM-BENGAL	6,37,67,400	72,214	21,29,030	...	...	3 10 0	22,08,648	...	22,08,648	—*21,36,434*
XLIX	BURMA	8,73,31,890	38,95,086	26,39,820	(g) 11,67,313	(g) 1,65,877	3 6 7	38,99,465	...	40,65,342	—*1,70,256*
	Guaranteed railways.										
XVIII	GREAT INDIAN PENINSULA	27,92,85,611	93,83,654	1,30,03,173	...	...	5 0 0	1,85,85,826	50,571	1,86,36,397	—*92,52,743*
XIX	BOMBAY, BARODA AND CENTRAL INDIA	10,63,10,220	64,70,202	47,72,179	19,03,090 —*2,05,067*	9,51,545	6 5 9	68,05,495	46,851	78,03,891	—*13,33,689*
XX	MADRAS	12,15,01,808	60,15,541	58,22,414	1,93,127	96,564	5 0 2	83,20,454	64,191	84,81,2[illegible]9	—*24,6,5668*

(a) This column shows approximately the dividends earned by the Companies and not those actually distributed.
(b) Includes £65,500 for redemption of capital.
(c) The profits are paid over to the Bombay, Baroda and Central India Railway Company and are distributed among the shareholders of that company, and are included in the dividend quoted against the Bombay, Baroda and Central India railway.
(d) Net charge for interest after deducting the amount of interest recoverable from the Mysore Darbar, Rs. 97,928.
(e) Company receive one-fourth of the net revenue.
(f) The differences between the figures entered in this column and those given in chapters VIII and IX, statements Nos. 24, 26 and 36, are due to adjustments on account of outstandings recovered during the year.
(g) For 10 months ending 30th June 1897.

CHAPTER IX.

Details of revenue earnings and expenditure.

Public traffic.

The summary of principal commodities in statement No. 31 on page 141 shows that the earnings from public traffic, tabulated under thirty-two heads, amounted in 1897, on the standard and metre gauge railways, to Rs. 14,78,63,018. This, however, includes a sum of Rs. 1,77,79,124 on account of coal, railway plant and rolling-stock carried chiefly for foreign railways, which would for the most part contribute nothing to the profits if the lines were worked as one system. Excluding the above items, the balance (Rs. 13,00,83,894) is mainly accounted for under seven heads of country produce, *viz.*, cotton-raw, cotton-manufactured, grain and pulse, jute, oil-seeds, salt, and sugar, the earnings from which amounted to Rs. 8,25,39,107 or about 56 per cent. of the whole, leaving Rs. 4,75,44,787 as the earnings under the remaining twenty-three heads.

Grain and seeds traffic.

2. In grain and seeds, the most important traffic on Indian railways, there was an increase, compared with the preceding year, of 121,388 tons or 1·64 per cent., the actual figures being :

	Tons.
1896	7,402,826
1897	7,524,214

Wheat traffic.

3. In wheat alone the total traffic over the entire system of standard and metre gauge railways was as follows:

	Quantity. Tons.	Earnings. Rs.
1896	*1,010,472	*64,85,518
1897	†1,102,318	†71,98,696

The quantities of wheat carried by the important exporting railways during the past seven years were as follows‡ :

Railways.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula	544,877	388,180	319,472	161,923	131,965	127,796	68,573
Bombay, Baroda and Central India	215,323	140,659	49,669	60,818	107,798	54,235	32,198
East Indian	405,193	357,026	166,007	233,028	237,421	141,042	211,912
North Western	716,152	344,958	385,531	543,580	581,449	262,793	336,196
TOTAL	1,881,545	1,230,823	920,679	999,349	1,058,633	585,866	648,879

The exports of wheat from the three chief ports during the same period are given in the following table, which also shows the percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given :

Ports.	1891.	1892.	1893.	1894.	1895. (a)	1896. (a)	1897. (a)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay	661,186	483,075	256,324	75,891	154,505	109,372	21,101
Calcutta	220,207	180,151	54,349	13,580	50,668	4,017	4,370
Kurrachee	524,809	263,376	263,923	298,524	356,438	49,058	53,914
TOTAL	1,406,202	926,602	574,596	387,995	561,611	162,447	79,385
Estimated outturn of wheat in India during each previous financial year, in tons	1890-91. 6,876,000	1891-92. 5,535,000	1892-93. 7,193,000	1893-94. 6,923,000	1894-95. 6,836,880	1895-96. 5,510,965*	1896-97. 4,845,843
Percentage of exports on outturn	20·45	16·74	7 99	5·60	8·21	2·95	1·64

* Revised figures

† Including figures of the Jámnagar railway for second-half 1897 only.

‡ In this table through-bookings are credited both to home and foreign lines, and the totals will in some cases therefore be greater than those shown for the traffic carried over entire system of railways.

(a) Including wheat flour.

The figures for the outturn are estimates only and are liable to considerable deviation from actuals. It will be observed that the figures show that while the amount of wheat carried by the four principal exporting railways in 1897 for local consumption did not vary very greatly from the normal, the amount exported was very much below the average owing to short crops and high prices.

Principal features of working.

4. The following paragraphs show the principal features in the working of the standard and metre gauge railways during 1897 as compared with the previous year. Statements giving detailed statistics for these railways will be found on pages 141 to 165.

East Indian Railway system (standard gauge.)

5. The mean mileage worked, including branch lines and lines worked over, was 1,922·63 miles against 1,919·45 miles worked in the previous year. The increase was due to the opening of the Salanpur branch and Sakrigali ghât branch extensions during the year.

The gross earnings increased from Rs. 5,57,02,226 to Rs. 6,07,13,989 or by Rs. 50,11,763, and as the working expenses * were Rs. 1,59,098 more only, the net earnings showed an increase of Rs. 48,52,664, having risen from Rs. 3,76,21,485 to Rs. 4,24,74,149

There was a decrease of Rs. 4,19,467 under coaching traffic and an increase of Rs. 53,97,538 under goods traffic.

The decrease in the coaching earnings was chiefly due to the famine and plague, and to the year having been considered inauspicious for religious and marriage ceremonies by the Hindus. The principal increase under goods traffic occurred under "General merchandise," due to a heavy traffic in food-grains to places of scarcity, and under "Coal and coke carried for the public and foreign railways," export coal being chiefly accountable for the increase.

The principal fluctuations in the working expenses were decreases of Rs. 2,86,363 and Rs. 2,66,240 under "Maintenance of way, works and stations" and "Locomotive expenses," and increases of Rs. 93,123, Rs. 2,64,435 and Rs. 2,60,431 under "Carriage and wagon expenses," "Traffic expenses" and "Special and miscellaneous expenditure," respectively. The decrease under "Maintenance of way, works and stations" was mainly due to a smaller expenditure under "Maintenance and renewal of permanent-way;" and that under "Locomotive expenses" was chiefly due to the suspension of the arrangements under which a fixed number of locomotives were renewed yearly. The increase under "Carriage and wagon expenses" was chiefly due to heavy repairs of coaching and goods vehicles; that under "Traffic expenses" was due to the abnormally heavy traffic in food-grains, and the consequent employment of extra temporary staff, to the raising of the proportion of joint staff expenses from 25 to 33⅓ per cent., attributable to passing traffic, at Moghal Sarai and Aligarh junctions, to the additional staff required on the opening of new stations, to heavy traffic handled at Howrah, and to the transhipment of through goods at Cawnpore, Agra, Delhi, etc. The increase under "Special and miscellaneous expenditure" was chiefly due to arrear charges for water rates at Howrah, to the borrowing of more vehicles from foreign lines to meet the abnormal traffic, to larger payments to the Bengal-Nágpur railway arising from the coal traffic from collieries on that line, to increased payments for running powers and to the outlay on the school buildings at Mussoorie.

Bengal Central Railway (standard gauge.)

6. Compared with the results of 1896, the gross earnings increased from Rs. 9,33,266 to Rs. 11,38,199 or by Rs. 2,04,933, and as the working expenses were Rs. 61,979 more only, the net earnings showed an improvement of Rs. 1,42,954, having risen from Rs. 3,46,732 to Rs. 4,89,686.

Of the increase in the gross earnings, Rs. 72,993 were derived from coaching traffic, Rs. 61,599 from goods traffic, and Rs. 70,341 from sundries including telegraph.

* Including contribution to the Provident Fund.

The increase both in the coaching and goods traffic was due to a general development of the traffic and to the rates and fares having been adapted to the circumstances of the traffic; and that under sundries, to the increased receipts on account of mileage and demurrage of vehicles over foreign lines.

The principal fluctuations were an increase of Rs. 18,320 under "Locomotive expenses," a decrease of Rs. 22,078 under "Carriage and wagon expenses," and an increase of Rs. 44,546 under "Special and miscellaneous expenditure." The increase under "Locomotive expenses" and the decrease under "Carriage and wagon expenses" are the differences between the expenses incurred in the year under review and the amounts charged by the Eastern Bengal State railway in the previous year. The increase under "Special and miscellaneous expenditure" was chiefly due to the inclusion of charges for running powers and hire of rolling-stock paid to the Eastern Bengal State railway.

Bengal-Nágpur Railway (standard gauge).

7. Compared with the results of 1896, the gross earnings fell from Rs. 63,68,526 to Rs. 62,00,309 or by Rs. 1,68,217, and as the working expenses were Rs. 2,19,907 less, the net earnings increased by Rs. 51,690, having risen from Rs. 29,27,869 to Rs. 29,79,559.

Of the decrease in the gross earnings, Rs. 1,99,045 were under coaching traffic and Rs. 31,693 under goods traffic. There was, however, an increase of Rs. 63,402 under sundries, chiefly derived from the hire of rolling-stock realized from the Eastern Bengal State and the Bengal Central railways and from the Sini-Midnapore-Calcutta-Cuttack extensions.

The decrease in the coaching earnings was partly due to a smaller number of pilgrims having travelled to Allahabad and Benares during the Magh *Mela*, partly to a falling off in the third class local and through traffic on account of the famine, and partly to a smaller number of cooly emigrants having been booked to tea plantations in Assam. The decrease in the goods traffic was due to a considerable falling off in the grain traffic, owing to a failure of crops in the Central Provinces and Bengal.

The principal fluctuations in the working expenses were decreases of Rs. 84,852 and Rs. 1,14,275, under "Maintenance of way, works and stations" and "Locomotive expenses," respectively. The decrease under "Maintenance of way, works and stations" was chiefly due to less relaying of permanent-way on the Katni-Umaria section and of ballast in the Bilaspur and Chakardharpur districts; and that under "Locomotive expenses," to the replacement during the previous year of two locomotive boilers and nine crank axles, to the adjustment in 1896 of arrear charges by the Great Indian Peninsula railway in connection with shunting at Nágpur, and to the debit of charges for shunting at joint stations to abstract G instead of to abstract B as hitherto.

Indian Midland Railway system (standard gauge).

8. The mean mileage worked during 1897 was 944·82 miles against 941·53 miles worked in the previous year. The increase was due to the temporary opening for goods traffic from the 1st April to the 11th June 1897 of the Saugor-Katni extension from Saugor to Garakota Road (16 miles).

The gross earnings increased from Rs. 58,37,258 to Rs. 64,47,857 or by Rs. 6,10,599, and as the working expenses were Rs. 2,21,234 more only, the net earnings showed an improvement of Rs. 3,89,365, having risen from Rs. 24,48,794 to Rs. 28,38,159.

There was a decrease of Rs. 8,976 under coaching traffic, and an increase of Rs. 6,13,329 under goods traffic.

The decrease in the coaching traffic is ascribed to agricultural depression and to the restrictions imposed on the passenger traffic on account of the plague. The principal increase under goods traffic occurred under "General merchandise," due to the importation of wheat and other grains into the famine-stricken districts served by this railway, to the increased demand for oil seeds in Bombay for export to Europe, to the cross traffic in salt from stations on the Rajputana-Malwa railway to those on the Great Indian Peninsula and the East Indian railways *viá* Itársi and Mánikpur, respectively, and to the heavy traffic

in Mauritius sugar from Bombay to Cawnpore. There was, however, a decrease under "Cotton, raw," due to a smaller demand for consumption in Bombay, owing to the stoppage of works in the mills on account of the plague and to a smaller export traffic in the commodity.

The principal increases in the working expenses were Rs. 1,25,100, Rs. 30,299 and Rs. 32,243 under "Locomotive expenses," "Carriage and wagon expenses" and "Traffic expenses," respectively. The increase under "Locomotive expenses" was due to the greater consumption of fuel, owing to the increased mileage run, to the greater quantity of Bengal coal used, to the heavy repairs to boilers, etc., and to the carriage of a larger quantity of coal; that under "Carriage and wagon expenses," to heavier repairs and renewals of vehicles, to the increased train-mileage run and to the increased consumption and enhanced price of castor oil; and that under "Traffic expenses," to the increased train-mileage run, to the grant of compensation for dearness of food-grains and to the employment of extra station and train staff for handling the increased goods traffic.

Godhra-Rutlam-Nágdá Railway (standard gauge).

9. Compared with the results of 1896, the gross earnings decreased from Rs. 12,95,025 to Rs. 10,73,390 or by Rs. 2,21,635, and as the working expenses were Rs. 33,277 less only, the net earnings showed a decrease of Rs. 1,88,358, having fallen from Rs. 4,88,650 to Rs. 3,00,292.

Of the decrease in the gross earnings, Rs. 3,283 were due to coaching traffic and Rs. 2,03,910 to goods traffic.

The decrease in the coaching traffic was mainly due to the measures introduced to restrict the movement of passengers from the areas affected by the plague, and that under goods traffic was chiefly due to a falling off in the traffic under "Grain and pulse" and "Oil-seeds."

The principal fluctuations in the working expenses were an increase of Rs. 30,905 under "Maintenance of way, works and stations" and a decrease of Rs. 60,292 under "Locomotive expenses." The increase under "Maintenance of way, works and stations" was principally due to the increased expenditure incurred on maintenance and renewal of permanent-way and repairs of stations and buildings; while the decrease under "Locomotive expenses" was chiefly due to a smaller consumption of English coal.

Bezwada extension (East Coast State Railway) (standard gauge).

10. Compared with the results of 1896, the gross earnings increased from Rs. 1,54,322 to Rs. 1,66,800 or by Rs. 12,478, and as the working expenses were Rs. 5,671 less, the net earnings showed an improvement of Rs. 18,149, having risen from Rs. 38,496 to Rs. 56,645.

The number of passengers carried was 177,317 against 172,817 in the previous year, while the earnings therefrom were Rs. 32,579 against Rs. 31,426.

The total tonnage of goods carried was 158,260 tons against 144,288 tons, and the earnings therefrom were Rs. 1,30,804 against Rs. 1,20,226 in the previous year.

This line is worked by the Nizam's Guaranteed State railway.

North Western State Railway (standard gauge).

11. The mean mileage worked, including the Jammu and Kashmir railway (Native state section) and lines worked over, but excluding the Hyderabad-Shadipalli, the Rájpura-Bhátinda and the Southern Punjab (Delhi-Samásata) railways, was 2,813·13 miles against 2,573·67 miles in the previous year. The increase was due to the opening of the Kotri-Rohri chord line and the Mushkaf-Bolan railway.

The gross earnings increased from Rs. 2,94,41,750 to Rs. 3,29,28,933 or by Rs. 34,87,183, and as the working expenses were Rs. 3,61,775 more only, the net earnings showed an increase of Rs. 31,25,408, having risen from Rs. 1,18,86,409 to Rs. 1,50,11,817.

Of the increase in the gross earnings, Rs. 13,70,409 were in coaching traffic and Rs. 18,10,996 in goods traffic.

The increase in the coaching traffic was mainly under "Military baggage," "Military carriages, horses, dogs," and "Parcels", owing to the military operations on the North-West Frontier. The increase in the goods traffic chiefly occurred under "Grain and pulse," "Military stores" and "Military live-stock", principally due to the famine, and to a large quantity of military stores and number of horses, cattle and sheep, etc., conveyed to the frontier.

The principal fluctuations in the working expenses were an increase of Rs. 4,65,754 under "Locomotive expenses," a decrease of Rs. 3,75,259 under "Carriage and wagon expenses" and an increase of Rs. 1,33,715 under "Traffic expenses." The increase under "Locomotive expenses" was chiefly due to a larger consumption of fuel and other stores, owing to the additional train-mileage run; the decrease under "Carriage and wagon expenses" was mainly due to less outlay on repairs and renewals, partly of coaching, but chiefly of goods vehicles; and the increase under "Traffic expenses" was chiefly due to the opening of new lines.

Through booking to and from Europe.

The following statement compares the North Western State railway earnings from passenger and parcels traffic in connection with the through-booking arrangements to and from Europe during the years 1896 and 1897:

	Previous year.		1897.	
	Number or Weight.	Amount.	Number or Weight.	Amount.
From India to England.	No.	Rs.	No.	Rs.
1st class passengers	112	6,278	63	3,568
2nd class passengers	29	853	23½	661
3rd class passengers	1	13	1	10
Luggage	Tons 1·719	263	Tons 1·971	302
Parcels	„ 3·515	793	„ 2·419	684
Dogs	...	...	No. 1	10
Total	...	8,200	...	5,235
From England to India.				
1st class passengers	57½	3,813	4½	243
2nd class passengers	12	390	1	34
3rd class passengers	...	...	...	...
Luggage	Tons 4·043	623	...	...
Parcels	„ 0·246	58	Tons 0·295	67
Total	...	4,884	...	343

Hyderabad-Shadipalli Railway (standard gauge).

12. Compared with the results of 1896, the gross earnings increased from Rs. 1,87,503 to Rs. 2,05,182 or by Rs. 17,679, and as the working expenses were Rs. 22,642 more, the net earnings showed a decrease of Rs. 4,963, having fallen from Rs. 64,376 to Rs. 59,413.

The increase in the gross earnings was entirely under goods traffic, and was mainly due to the increased traffic in "Grain and pulse."

The line is worked by the North Western State railway.

Rohilkhand State Railway system (standard and metre gauges).

mean mileage worked during the year was 878·09 miles against worked in the previous year. The increase was mainly due to bad-Kotdwára branch (15·19 miles) and the Burhwal-Daliganj 57 miles) having been worked throughout the year, and to the open-Aishbagh-Cawnpore section (44·44 miles) from the 25th April 1897. ross earnings decreased from Rs. 86,97,076 in 1896 to Rs. 85,15,855 1,81,221, but as the working expenses were Rs. 4,72,908 more, the net showed a decrease of Rs. 6,54,129, having fallen from Rs. 43,50,907 ,96,778.

the decrease in the gross earnings, Rs. 94,868 were due to coaching nd Rs. 2,83,889 to goods traffic. There was, however, an increase of 7,537 under sundries, chiefly derived from the hire of locomotives and -stock lent to foreign lines.

he decrease in the coaching earnings was chiefly due to the famine, pressed very heavily on the people of these provinces, and to the restric- imposed on the passenger traffic on account of the plague. While n the goods earnings was principally due to the general distress revailed in consequence of the famine and the failure of both the *abi* crops, to fewer ballast trains run in connection with works capital, and to less carriage of coal for the Locomotive department, reduced train-mileage run and to smaller imports by the local nd Water works at Lucknow, owing to enhanced prices.

cipal increases in the working expenses were Rs. 50,747 under e of way, works and stations," Rs. 2,69,426 under "Locomotive s. 36,043 under "Carriage and wagon expenses," and Rs. 1,04,053 ial and miscellaneous expenditure."

rease under "Maintenance of way, works and stations" was due to al mean mileage maintained, to re-ballasting the line with shingle re-timbering the Cawnpore bridge, to the protection works at the l Ramgunga bridges, and to the heavy expenditure on the renewal of ers. The increase under "Locomotive expenses" was mainly due to wals of engines; that under "Carriage and wagon expenses," to the special and renewals of vehicles; while that under "Special and miscellaneous diture" was chiefly due to an increase in the charges for mileage and rrage, and to the payments to the Bengal and North-Western and the ilkund and Kumaon railways on account of share of metre gauge link.

Eastern Bengal State Railway system (standard, metre and special gauges).

14. The mean mileage worked during the year was 816·74 miles against 814·14 miles worked in the previous year. The increase was due to the length from Bhydea junction to Borat, 3·49 miles, which was erroneously shown as a siding in 1896, having been added to the main line during the year.

The gross earnings decreased from Rs. 1,50,81,671 in 1896 to Rs. 1,47,62,233 or by Rs. 3,19,438, but as the working expenses were Rs. 6,15,855 more, the net earnings showed a decrease of Rs. 9,35,293, having fallen from Rs. 90,02,286 to Rs. 80,66,993.

Of the decrease in the gross earnings, Rs. 2,91,607 were due to coaching traffic and Rs. 1,14,950 to goods traffic. There was, however, an increase of Rs. 87,120 under sundries, including electric telegraph and steam-boat, chiefly due to a number of wagons hired out to the East Indian and Bengal Central railways and to increased payments received on account of running power charges from the above mentioned railways.

The decrease in the coaching earnings was chiefly due to the stoppage of booking on certain portions of the line in consequence of the damages done to it by the earthquake of the 12th June 1897. The decrease in the goods earnings was principally due to less despatches of gram and pulse, in consequence of a deficient production of the *rabi* crops in the districts of Nuddea, Jessore, and Khoolna, and to the falling off of the salt traffic. There were also less despatches of rice from Calcutta, Chitpore, Dinagepore and the East Indian rail-

way *viâ* Naihati and Manihari Ghat, to the districts of Nudd
Dacca, Jalpaiguri and Darjeeling, and from Hili and Chorkai to
on the Northern section to the Pubna and Rajshahye district
districts insufficient crops in the previous year led to a large import

The principal fluctuations in the working expenses were
Rs. 1,22,607 and Rs. 2,94,833 under "Maintenance of way, works a
and "Locomotive expenses," a decrease of Rs. 90,524 under "Carriage
expenses," and increases of Rs. 71,487, Rs. 58,180 and Rs. 1,24,
"Traffic expenses," "General charges" and "Special and miscellaneo
diture," respectively. The increase under "Maintenance of way, w
stations" was mainly due to the laying of more Denham-Olphert's sl
repairs to the damages caused by the earthquake, to the issue of more n
for maintenance purposes, and to the dismantling of the middle platfo
rebuilding of two new platforms in its place at the Sealdah station; a
under "Locomotive expenses," chiefly due to the erection of six loc
engines. The decrease under "Carriage and wagon expenses" was ow
heavy repairs and renewals both of coaching and goods vehicles duri
previous year. The increases under "Traffic expenses" and "General cl
were principally due to less reduction in the expenditure during the ye
review than credits received for working the Bengal Central rail
to the re-organisation of the District Traffic Superintendent's offi
to the employment of extra station and train staff, and to an i
"Salaries of Indian management, including offices." The i
"Special and miscellaneous expenditure" was chiefly due to t
in 1897 of the mileage and demurrage charges for wagons hired
and Rohilkhand State railway during 1896, to the payment of
demurrage to the Bengal Central railway, and to the hire of 1
engines from the Oudh and Rohilkhand State railway.

Calcutta Port Commissioners' Railway (standard gauge).

15. Compared with the results of 1896, the gross earnings decr
Rs. 4,41,434 to Rs. 3,93,528 or by Rs. 47,906, and as the working
were more by Rs. 22,650, the net earnings showed a decrease of Rs.
having fallen from Rs. 2,19,264 to Rs. 1,48,708. The sources of incom
goods and sundries.

The earnings under goods traffic decreased from Rs. 4,00,64
Rs. 3,51,798, and was mostly due to less receipts from grain and pulse,
and metals, while those under sundries increased from Rs. 40,79
Rs. 41,730.

The principal increases in the working expenses were Rs. 11,0
Rs. 4,918, and Rs. 4,550 under "Maintenance of way, works and stations,"
"Carriage and wagon expenses," and "Traffic expenses" respectively. The
increase under "Maintenance of way, works and stations," chiefly occurred
under "Maintenance and renewal of permanent-way," "Repairs to bridges and
tunnels," and "Repairs of stations and buildings;" and that under "Carriage
and wagon expenses" under "Repairs of goods vehicles". The increase
under "Traffic expenses" was partly under "General superintendence" and
partly under "Station staff", on account of a portion of the handling charges
of the previous year having been adjusted in 1897.

East Coast State Railway (standard gauge).

16. The mean mileage worked during the year was 534·03 miles against
483·87 miles worked in the previous year. The increase was due to the opening
of the section from Bhubaneswar to Barang and the Puri branch from the 1st
February 1897 and the Bezwada-Kistna canal junction from the 15th July 1897.

The gross earnings increased from Rs. 24,05,423 to Rs. 28,57,288 or by
Rs. 4,51,865, and as the working expenses were Rs. 1,12,600 more only, the
net earnings showed an improvement of Rs. 3,39,265, having risen from
Rs. 5,29,705 to Rs. 8,68,970.

Of the increase in the gross earnings, Rs. 1,32,099 were derived from
coaching traffic, Rs. 1,33,754 from goods traffic and Rs. 1,62,489 from sundries.

The increase in the coaching traffic was chiefly due to the additional mileage worked and to the development of traffic. The increase under goods traffic occurred principally under "Grain and pulse," "Metals" and "Railway plant and rolling-stock carried for the public and foreign railways", and was due to the famine, to larger export of Manganese ore to England and to the carriage of materials for the Bezwada-Madras and Bengal-Nágpur railways. The comparative increase in goods traffic would have been still more had it not been for the heavy decrease in "Oil seeds", owing to the failure of crops, and in the carriage of railway materials for "Home line construction" and "Revenue stores", due to the completion of construction works and to the ballast train charges on open line having been debited to Capital instead of to Revenue. The increase under sundries was principally due to the locomotive and vehicles lent to the Bezwada-Madras and Bengal-Nágpur railways.

The principal fluctuations in the working expenses were a decrease of Rs. 59,996 under "Maintenance of way, works and stations," and increases of Rs. 47,881, Rs. 37,871 and Rs. 79,891 under "Locomotive expenses," "Traffic expenses" and "General charges," respectively. The decrease under "Maintenance of way, works and stations" was due to ballast train charges having been debited to capital during the first-half of 1897; and the increases under "Locomotive expenses", "Traffic expenses" and "General charges" were chiefly due to the increased traffic, to the extra mileage opened, and to the establishment charges under "General charges" having been wholly debited to Revenue since April 1897.

Great Indian Peninsula Railway system (standard gauge).

17. The mean mileage worked during the year was 1,491·31 against 1,490·35 miles worked in the previous year. The increase was due to the opening of the extension of the Mohpani branch to Gotitoria on the 22nd November 1896.

The gross earnings decreased from Rs. 3,44,19,629 in 1896 to Rs. 2,84,32,402 or by Rs. 59,87,227, and as the working expenses were Rs. 38,973 more, the net earnings showed a decrease of Rs. 60,26,200, having fallen from Rs. 1,54,20,597 to Rs. 93,94,397.

Of the decrease in the gross earnings, Rs. 18,30,342 were due to coaching traffic and Rs. 40,96,043 to goods traffic.

The decrease in the coaching traffic occurred mainly under third class, and was mainly due to the restrictions imposed on the passenger traffic on account of the plague in the Bombay Presidency. The famine conditions also curtailed the movement of ordinary passengers.

The decrease in the goods earnings was chiefly under "Cotton," Grain and pulse," and "Oil-seeds." The decrease under "Cotton" was partly due to the failure of crops in the Berars and partly to smaller area under cultivation of this commodity. The decrease under "Grain and pulse" and "Oil-seeds" was entirely due to the failure of crops owing to scanty rainfall.

The principal fluctuations in the working expenses were decreases of Rs. 1,36,625, Rs. 3,68,084 and Rs. 1,35,804 under "Maintenance of way, works and stations," "Locomotive expenses," and "Rent of leased lines," respectively, and an increase of Rs. 7,01,351 under "Carriage and wagon expenses." The decrease under "Maintenance of way, works and stations" was due to the extraordinary expenditure incurred in 1896 in connection with the restoration of the bridges destroyed by floods; that under "Locomotive expenses," to the almost entire use of Indian coal and also to the improvement in the rate of exchange; and that under "Rent of leased lines," to less traffic worked on state lines. The increase under "Carriage and wagon expenses" was chiefly due to debits in connection with the replacement of Cammell's axles.

Bombay, Baroda and Central India Railway (standard gauge).

18. Compared with the results of 1896, the gross earnings decreased from Rs. 1,62,03,932 to Rs. 1,42,61,293 or by Rs. 19,42,639, and as the working expenses* were Rs. 4,88,021 more, the net earnings decreased by Rs. 24,30,660, having fallen from Rs. 89,00,862 to Rs. 64,70,202.

* Including contribution to the Provident Fund.

Of the decrease in the gross earnings, Rs. 12,83,807 were due to coaching traffic and Rs. 6,41,747 to goods traffic.

The decrease in the coaching traffic was chiefly due to the restrictions imposed on account of the plague in the Bombay Presidency; and that under goods traffic, chiefly to the falling off in the traffic in "Cotton, raw," "Grain and pulse" and "Oil-seeds," from Broach and stations between Surat and Ahmedabad and from the Ánand-Godhra branch and the Rajputana-Malwa and Godhra-Rutlam-Nágdá railways to Bombay.

The principal fluctuations in the working expenses were an increase of Rs. 4,31,835 under "Maintenance of way, works and stations", a decrease of Rs 2,25,743 under "Locomotive expenses," and an increase of Rs. 3,36,487 under "Carriage and wagon expenses." The increase under "Maintenance of way, works and stations" was chiefly due to the renewal of the Warren girder bridges and to more extensive renewals of permanent-way material. The decrease under "Locomotive expenses" was partly due to the decrease in the number of engines repaired, partly to a reduction in the quantity of English coal used and in the price paid for Indian coal and partly to small issues of English stores and to a favourable rate of exchange. The increase under "Carriage and wagon expenses" was entirely on account of extensive renewals of the coaching and goods stock, specially of the latter.

Madras Railway system (standard gauge).

19. The mean mileage worked during the year 1897 was 857·68 miles against 856·47 miles in the previous year. The increase was due to the Madras-Ennúr section of the Bezwada-Madras railway, which was opened on the 27th February 1896, having been worked for the whole year.

The gross earnings increased from Rs. 1,10,96,897 in 1896 to Rs. 1,17,38,041 or by Rs. 6,41,144, and as the working expenses were Rs. 16,056 less, the net earnings showed an improvement of Rs. 6,57,200, having risen from Rs. 54,58,773 to Rs. 61,15,973.

The earnings from coaching traffic decreased by Rs. 25,620, whereas those from goods traffic increased by Rs. 6,53,963.

The decrease in the coaching earnings was chiefly due to the reduction in the third class passenger fare; and that under goods, to the increase under "Coal and coke carried for the public and foreign railways," and under "Grain and pulse," mainly due to the increase in local traffic and in the traffic from Madras railway stations to the Great Indian Peninsula railway and the north *viâ* Raichur.

The principal fluctuations in the working expenses were an increase of Rs. 25,310 under "Locomotive expenses" and decreases of Rs. 12,759 and Rs. 33,391 under "Carriage and wagon expenses" and "Traffic expenses," respectively. The increase under "Locomotive expenses" was chiefly due to a larger consumption of fuel. The decrease under "Carriage and wagon expenses" was chiefly due to less repairs to vehicles; and that under "Traffic expenses" to the lower charges for loss by exchange and to the original cost of oil lamps, which have been replaced by gas, having been charged off in the first-half of 1896.

Southern Punjab Railway (standard gauge).

20. The length of the line is 399·80 miles, but the mean mileage worked during the year was 56·96 miles, the line having been opened from 10th November 1897.

The gross earnings amounted to Rs. 1,03,641, and the working expenses to Rs. 53,893, leaving Rs. 49,748 as net earnings.

The line is worked by the North Western State railway.

The Nizam's Guaranteed State Railway system (standard gauge).

21. Compared with the results of 1896, the gross earnings of the entire system increased from Rs. 34,57,844 to Rs. 37,77,155 or by Rs. 3,19,311, but as the working expenses * increased by Rs. 1,00,986, the net earnings

* Including contribution to the Provident Fund, but excluding rent paid for the lease of the Bezwada extension (East Coast State railway).

showed an improvement of Rs. 2,18,325 only, having risen from Rs. 18,01,252 to Rs. 20,19,577.

The principal variations in the gross earnings were a decrease of Rs. 62,549 under coaching traffic and an increase of Rs. 3,90,783 under goods traffic.

The decrease in the coaching traffic was chiefly due to the plague, poverty and loss of trade caused by the famine; whereas the increase in the goods traffic was chiefly due to larger despatches of coal to Wádi and places beyond, and to larger consignments of rice from the East Coast State railway and Bezwada to Yállandu, Hyderabad, Secunderabad, Tándúr and foreign lines *viâ* Wádi.

The principal increases in the working expenses were Rs. 49,310, Rs. 26,791 and Rs. 24,340 under "Maintenance of way, works and stations," "Locomotive expenses," and "Special and miscellaneous expenditure," respectively. The increase under "Maintenance of way, works and stations" was chiefly due to the outlay on special renewals of permanent-way of the Wádi-Secunderabad section and the mineral branch; that under "Locomotive expenses," to the consumption of a larger quantity of coal owing to the increased train-mileage run; and that under "Special and miscellaneous expenditure," to the payment of increased mileage and demurrage charges to the Great Indian Peninsula railway for the use of their wagons required to meet the heavy traffic in coal.

Nágdá-Ujjain Railway (standard gauge).

22. The mean mileage worked during the year was 34·37 miles against 16·10 miles worked in the previous year. The increase was due to the working of the line, which was opened on the 15th July 1896, throughout the year. No comparison can be made with the previous year, as the line was only opened to traffic in the second-half of 1896.

The gross earnings for the year amounted to Rs. 1,04,639 and the working expenses to Rs. 56,883, leaving Rs. 47,756 as net earnings.

The number of passengers carried was 104,965 and the total earnings from coaching traffic Rs. 35,422.

The weight of goods lifted was 35,218 tons and the earnings therefrom Rs. 68,652, which were chiefly derived from "General merchandise."

The line is worked by the Bombay, Baroda and Central India railway.

The Gaekwar's Petlád Railway (standard gauge).

23. Compared with the results of 1896, the gross earnings decreased from Rs. 1,17,540 to Rs. 64,737 or by Rs. 52,803, and as the working expenses were Rs. 3,902 less only, the net earnings showed a decrease of Rs. 48,901, having fallen from Rs. 82,847 to Rs. 33,946.

Of the decrease in the gross earnings, Rs. 19,014 were in coaching earnings and Rs. 34,010 in goods earnings.

The decrease in the coaching earnings was due to a falling off in the third class passenger traffic; and that in the goods traffic to a credit of Rs 32,507 in 1896 for terminal charges relating to previous years.

The line is worked by the Bombay, Baroda and Central India railway.

Rájpura-Bhátinda Railway (standard gauge).

24. Compared with the results of 1896, the gross earnings decreased from Rs. 9,97,826 to Rs. 6,96,926 or by Rs. 3,00,900, but as there was a reduction of Rs. 1,65,495 in the working expenses, the net earnings showed a decrease of Rs. 1,35,405 only, having fallen from Rs. 4,49,022 to Rs. 3,13,617.

Of the decrease in the gross earnings, Rs. 15,185 were due to coaching traffic and Rs. 2,87,089 to goods traffic.

The decrease in the coaching traffic occurred mainly under third class passengers, who restricted their journeys on account of the famine; while that in the goods traffic is said to have mainly occurred under "Grain and pulse," Rs. 2,44,265, due to the famine, and under "Railway materials for the

public and foreign railways," Rs. 26,093, due to the approaching completion of the Southern Punjab railway.

The line is worked by the North Western State railway.

Bengal and North-Western Railway system (metre gauge).

25. The mean mileage worked during the year 1897 was 815·66 miles against 760·47 miles in the previous year. The increase was due to the Jarwal Road-Burhwal, Gonda-Bálrampur, Nanpára-Jangal-Motipur and Bhatni-Bhágalpur-Gogra branches having been worked throughout the year, and to the opening of the Salimpur-Burhaj. branch (12·77 miles) from the 1st December 1897.

The gross earnings increased from Rs. 57,87,067 to Rs. 59,93,826 or by Rs. 2,06,759, but as the working expenses were Rs. 79,352 more only, the net earnings showed an improvement of Rs. 1,27,407, having risen from Rs. 32,42,246 to Rs. 33,69,653.

The earnings from coaching traffic increased by Rs. 1,15,467, whereas from goods traffic they decreased by Rs. 43,831, but there was an increase of Rs. 1,35,125 under sundries, chiefly derived from steam-boat earnings, and mainly due to the increased quantity of merchandise carried *viâ* Mokameh and Digha ghats, and to the amount realised from tolls on the pile bridge at Bahramghat.

The increase in the coaching earnings was mainly owing to the increased mileage worked and to the large attendance at *melas* held at Sonepore and Ajodhya; while the decrease in the goods earnings, was chiefly due to the failure of the rice crop in the Basti and Gonda districts, and to the stoppage of exports from Nepal.

The principal fluctuations in the working expenses were an increase of Rs. 39,578 under "Maintenance of way, works and stations," a decrease of Rs. 19,697 under "Carriage and wagon expenses," and increases of Rs. 20,168, Rs. 23,363 and Rs. 21,432 under "Traffic expenses," "Steam-boat service" and "Special and miscellaneous expenditure," respectively. The increase under "Maintenance of way, works and stations" was chiefly due to the carriage of more revenue stores for relaying the line with steel rails; the decrease under "Carriage and wagon expenses" was due to less repairs to vehicles and to fewer axles having been put in. The increase under "Traffic expenses" was due to the employment of additional station and train staff and to the increased charges for fuel and lighting on account of the additional mileage opened; and that under "Steam-boat service", to increased loading and unloading charges, to the heavier consumption of stores owing to increased traffic, and to a large credit in 1896 on account of stores returned to stock. The increase under "Special and miscellaneous expenditure" was chiefly due to the changes in the site of the Bahramghat ferry to meet the requirements of the permanent Gogra bridge, to the employment of trollies for traffic requirements, to the engagement of extra staff and boats during the rains, and to the provision made to meet loss and depreciation on stores.

Rajputana-Malwa Railway (metre gauge).

26. Compared with the results of 1896, the gross earnings fell from Rs. 1,97,25,977 to Rs. 1,84,74,358 or by Rs. 12,51,619, but as the working expenses were less by Rs. 1,39,313 only, the net earnings decreased by Rs. 11,12,306, having fallen from Rs. 1,09,76,727 to Rs. 98,64,421.

Of the decrease in the gross earnings, Rs. 10,13,831 were in the passenger traffic and Rs. 2,46,365 in the goods traffic.

The decrease in the coaching earnings was partly due to the prevalence of famine, partly to the season being considered unpropitious for Hindu marriages, and partly to the restrictions imposed on account of the plague, while that under goods traffic occurred under "Oil-seeds," due to a fall in the traffic forwarded *viâ* Sábarmati and Godhra; under "Railway materials for construction," due to a decrease in the number of ballast trains run on the Godhra-Rutlam-Nágdá railway and to the carriage of a smaller quantity of materials for that line; and under "Coal for revenue department," due to conveyance of less coal.

The principal fluctuations in the working expenses were an increase of Rs. 1,73,501 under "Maintenance of way, works and stations", decreases of Rs. 3,11,557 and Rs. 50,937 under "Locomotive expenses" and "Carriage and wagon expenses", respectively, and an increase of Rs. 40,603 under "Traffic expenses." The increase under "Maintenance of way, works and stations" was partly due to the payment of grain compensation allowance to the menial staff, partly to the heavy expenditure on relaying the line with 50 lb. rails and partly to a larger credit in 1896 for materials returned to stock. The decrease under "Locomotive expenses" was due to the less train-mileage run and to the carriage of a smaller quantity of coal; and that under "Carriage and wagon expenses," to less outlay incurred on renewals. The increase under "Traffic expenses" was partly due to the payment of grain compensation allowance, and partly to an increase in the rate for castor oil.

Pálanpur-Deesa Railway (metre gauge).

27. Compared with the results of 1896, the gross earnings fell from Rs. 51,629 to Rs. 43,264 or by Rs. 8,365, but as the working expenses were lower by Rs. 2,319, the falling off in the net earnings was only Rs. 6,046, having fallen from Rs. 29,172 to Rs. 23,126.

Of the decrease in the gross earnings, Rs. 8,342 were in the coaching traffic, mainly due to the restrictions imposed on account of the plague.

The line is worked by the Bombay, Baroda and Central India railway.

Southern Mahratta Railway system (metre gauge).

28. Compared with the results of 1896, the gross earnings increased from Rs. 91,62,980 to Rs. 94,08,260 or by Rs. 2,45,280, and as the working expenses were Rs. 1,71,435 more, the net earnings showed an improvement of Rs. 73,845 only, having risen from Rs. 39,68,777 to Rs. 40,42,622.

The principal variations in the gross earnings were a decrease of Rs. 5,26,649 under coaching traffic, and an increase of Rs. 7,88,732 under goods traffic.

The decrease in the coaching traffic was chiefly due to a large falling off in the number of third class passengers owing to the plague restrictions.

The increase in the goods traffic was mainly due to the heavy exports of food-grains, chiefly jawar and other grains, from the Mysore Province to the Poona and Bijápur branches and to the Kolhápur State railway. There were, however, large decreases under "Cotton," "Wheat" and "Oil-seeds," due in a great measure to the failure of crops and the consequent fall in the bookings with foreign lines, chiefly *viâ* Poona and Hotgi.

The principal increases in the working expenses were Rs. 1,19,048 under "Locomotive expenses" and Rs. 45,188 under "General charges." The increase under "Locomotive expenses" was chiefly due to an increase in the train-mileage run and to the carriage of a large quantity of fuel for consumption; and that under "General charges" was entirely due to the payment to Government of the Company's share of the cost of police employed on the ceded portions of the Mysore railway from March 1896 to December 1897, and arrear charges for the detective police employed on the line within the Madras Presidency.

South Indian, including the Pondicherry Railway (metre gauge).

29. Compared with the results of 1896, the gross earnings increased from Rs. 89,85,262 to Rs. 92,18,001 or by Rs. 2,32,739, and as the working expenses were Rs. 46,000 less only, the net earnings showed an improvement of Rs. 2,78,739, having risen from Rs. 40,53,149 to Rs. 43,31,888.

The variations in the gross earnings were an increase of Rs. 2,25,012 in the coaching traffic, a decrease of Rs. 1,66,110 in the goods traffic, and an increase of Rs. 1,73,837 in sundries including telegraph.

The increase in the coaching traffic was chiefly due to a general development of the passenger traffic and to the *Mahamagam* festival at Kumbakônam in February, which occurs once in twelve years. The decrease in the goods

traffic was chiefly under "Grain and pulse," "Oil-seeds," "Provisions" and "Sugar," due to smaller imports of rice in the husk from Tanjore, South Arcot and Trichinopoly, and to the smaller exports of provisions and oil-seeds from the Pákala-Dharmavaram section owing to the failure of crops for want of rain. There was, however, a large increase under "Railway plant and rolling-stock," due to the carriage of materials for the Bezwada-Madras railway. The increase under "Sundries" was chiefly due to the hire of engines and vehicles realised from the Bezwada-Madras and Káraikkal-Peralam railways, to credits on account of the Káraikkal-Peralam railway administrative charges, and to the profit on sale of capital and revenue stores.

The principal fluctuations in the working expenses were an increase of Rs. 53,623 under "Maintenance of way, works and stations," decreases of Rs. 78,952 and Rs. 47,673 under "Locomotive expenses" and "Carriage and wagon expenses," respectively, an increase of Rs. 46,050 under "Traffic expenses" and a decrease of Rs. 16,266 under "General charges." The increase under "Maintenance of way, works and stations" was chiefly due to renewals with 50 lb. rails, to the addition of tie-bars and to the substitution of cast-iron cushions for pot sleepers and wooden cushions. The decrease under "Locomotive expenses" was mainly due to the reduction of expenditure under carriage of revenue stores, to the light repairs to locomotives and to a reduction in the issue rate of coal per ton; while that under "Carriage and wagon expenses" was chiefly due to smaller repairs and renewals of vehicles and to the payment made to the Madras railway in the first-half of 1896 for reconstruction of 25 third class carriages. The increase under "Traffic expenses" was chiefly due to the introduction of a graded scale of pay for the station staff, to the appointment of European station masters at certain stations, and to the greater cost and increased consumption of kerosine oil owing to the introduction of a night train service on the Erode branch. The decrease under "General charges" was chiefly due to a special debit to working expenses in 1896 for the value of medicines on hand.

Máyavaram-Mutupet Railway (metre gauge).

30. Compared with the results of 1896, the gross earnings increased from Rs. 2,47,772 to Rs. 2,66,082 or by Rs. 18,310, and as the working expenses were Rs. 6,176 more, the net earnings showed an improvement of Rs. 12,134, having risen from Rs. 99,362 to Rs. 1,11,496.

Of the increase in the gross earnings, Rs. 10,977 were derived from coaching traffic and Rs. 7,130 from goods traffic.

The increase in the coaching traffic was chiefly due to the *Mahamagam* festival held at Kumbakônam in February, and the general development of the third class passenger traffic, and that in the goods traffic was due to the increased traffic in general merchandise and to the carriage of materials for the Káraikkal-Peralam railway.

The line is worked by the South Indian railway.

Assam-Bengal Railway (metre gauge).

31. The mean mileage worked during the year 1897 was 301·18 miles against 168·61 miles in the previous year. The increase was due to the opening of the sections Akhaura to Badarpur, 127·01 miles, and Gauháti to Jamuna Mukh, 74·73 miles, from the 4th December 1896 and the 1st January 1897, respectively. Both these sections were, however, temporarily closed from the 13th June 1897, owing to the damages caused by the earthquake, but the Badarpur section was subsequently re-opened by the end of the year.

No comparison can be made with the previous year, as the mean mileage worked during the year 1897 showed a large increase, and certain open sections were temporarily closed from the 13th June.

The gross earnings for the year 1897 amounted to Rs. 9,90,640, and the working expenses to Rs. 9,18,426, leaving Rs. 72,214 as net earnings.

The number of passengers carried was 946,612 and the total earnings from coaching traffic, Rs. 5,39,843.

The weight of goods lifted was 338,502 tons and the earnings therefrom, Rs. 4,24,389, which were chiefly derived from "General merchandise" and "Railway materials for construction."

The abnormal working expenses were chiefly due to the new lengths opened, and to the fact that the staff had to be maintained during the period the line was temporarily closed.

Burma Railways (metre gauge).

32. The mean mileage worked during the year 1897 was 887·00 miles against 871·63 miles in the previous year. The increase was due to the Mohnyin-Mogaung section (52·34 miles), which was opened to traffic on the 1st March 1896, having been worked throughout the whole year.

The gross earnings increased from Rs. 76,08,559 to Rs. 86,76,404 or by Rs. 10,67,845, but as the working expenses were Rs. 1,70,921 more only, the net earnings showed an improvement of Rs. 8,96,924, having risen from Rs. 29,85,751 to Rs. 38,82,675.

Of the increase in the gross earnings, Rs. 4,59,197 were derived from coaching traffic and Rs. 6,28,769 from goods traffic.

The increase in the coaching earnings was chiefly due to the scarcity in some of the districts in Upper Burma, which necessitated labourers seeking employment in the Lower Provinces, to the reduction in the fares on the Mu Valley railway, to the opening of intermediate stations, and to the additional facilities offered by an increased train service over some sections of the line. The increase in the goods earnings was mainly due to an abnormally good rice crop in Lower Burma, and to the increased demand for this commodity consequent on the famine in India and the scarcity in Upper Burma.

The principal fluctuations in the working expenses were a decrease of Rs. 27,221 under "Maintenance of way, works and stations," an increase of Rs. 97,450 under "Locomotive expenses," a decrease of Rs. 22,459 under "Carriage and wagon expenses," increases of Rs. 63,459 under "Traffic expenses" and of Rs. 97,793 under "General charges," and a decrease of Rs. 42,077 under "Steam-boat service." The decrease under "Maintenance of way, works and stations" was chiefly due to smaller renewals of permanent-way. The increase in the "Locomotive expenses" was chiefly due to the increased mileage and to the heavier repairs done to a larger number of engines. The decrease under "Carriage and wagon expenses" was chiefly due to less repairs to goods vehicles; while the increase in the "Traffic expenses" was mainly due to the increased rate of pay drawn by the Traffic Manager, to the employment of extra station and train staff for the upper part of the Mu Valley railway, and to the increased train-mileage. The increase under "General charges" was mainly due to the debit to revenue of a proportionate share of Home Board establishment and Government supervision charges, and to the payment of arrears of the Agents' pay, travelling allowances and contribution for leave and pension allowances. The decrease under "Steam-boat service" was chiefly due to a reduction in the staff, and to a credit for boiler of winding engines returned to stores as against a debit for the same in the previous year.

Deoghur Railway (metre gauge).

33. Compared with the results of 1896, the gross earnings increased from Rs. 30,014 to Rs. 30,320 or by Rs. 306, and as the working expenses were Rs. 653 more, the net earnings showed a decrease of Rs. 347, having fallen from Rs. 11,499 to Rs. 11,152.

The variations in the gross earnings were a decrease of Rs. 113 under coaching traffic and an increase of Rs. 465 under goods traffic.

The decrease in the coaching traffic was due to a smaller number of pilgrims visiting the shrine at Baidyanáth owing to the famine. The increase in the goods traffic was mainly due to the increased traffic in general merchandise.

The principal fluctuations in the working expenses were a decrease of Rs. 521 under "Maintenance of way, works and stations," an increase of Rs. 1,567 under "Locomotive expenses," a decrease of Rs. 670 under "Carriage and wagon expenses," and an increase of Rs. 379 under "Traffic expenses." The decrease under "Maintenance of way, works and stations" was owing

to fewer sleepers having been laid during the year. The increase under "Locomotive expenses" was due to heavier repairs to locomotives; while the decrease under "Carriage and wagon expenses" was due to repairs to carriages in 1896, whereas no repairs were undertaken in 1897. The increase under "Traffic expenses" was due to the increased goods traffic.

Rohilkund and Kumaon Railway system (metre gauge).

34. The mean mileage worked during the year 1897 was 279·32 miles against 279·42 miles in the previous year. The decrease was due to the closing of the Dudwa branch for a longer period.

The gross earnings decreased from Rs. 12,54,504 to Rs. 12,51,092 or by Rs. 3,412, and as the working expenses were Rs. 55,707 less, the net earnings showed an improvement of Rs. 52,295, having risen from Rs. 4,55,800 to Rs. 5,08,095.

The earnings from coaching traffic increased by Rs. 18,369, while the earnings from goods traffic decreased by Rs. 33,573.

The increase in the coaching earnings was chiefly due to the development of the passenger traffic on the Lucknow-Bareilly section, while the decrease in the goods earnings was mainly due to the heavy falling off in the traffic in sugar, owing to the failure of crops.

The principal decreases in the working expenses were Rs. 15,855 under "Locomotive expenses," Rs. 15,462 under "Carriage and wagon expenses," and Rs. 13,744 under "General charges." The decrease under "Locomotive expenses" was mainly due to the issue of duplicate "O" class boilers during the previous year, and to the supply of wood fuel of a superior quality from private forests; and that under "Carriage and wagon expenses," chiefly owing to less repairs to coaching vehicles, and to the slow progress in providing heavier axles to goods vehicles. The decrease under "General charges" was mainly due to the transfer of the Deputy Agent to the Bengal and North-Western railway, to a saving under "Home charges" and to the salary of the Superintendent, Government Railway Police, Northern Division, Lucknow, and his office establishment from May 1892 to February 1896 having been included in the accounts of 1896.

Bengal Dooars Railway (metre gauge).

35. Compared with the results of 1896, the gross earnings increased from Rs. 2,70,451 to Rs. 2,86,407 or by Rs. 15,956, but as the working expenses were Rs. 2,481 more only, the net earnings showed an improvement of Rs. 13,475, having risen from Rs. 1,31,814 to Rs. 1,45,289.

The increase in the gross earnings was principally due to the large increase of Rs. 17,321 under "Railway materials for construction," derived from the carriage of materials for capital works.

The principal fluctuations in the working expenses were increases of Rs. 5,904 under "Maintenance of way, works and stations," and Rs. 4,294 under "Locomotive expenses," and decreases of Rs. 2,832 under "Carriage and wagon expenses," Rs. 2,187 under "Steam-boat service" and Rs. 2,649 under "Special and miscellaneous expenditure."

Dibru-Sadiya Railway (metre gauge).

36. Compared with the results of 1896, the gross earnings increased from Rs. 6,47,360 to Rs. 7,87,359 or by Rs. 1,39,999, and as the working expenses were Rs. 2,05,535 more, the net earnings showed a decrease of Rs. 65,536, having fallen from Rs. 3,12,286 to Rs. 2,46,750.

Of the increase in the gross earnings, Rs. 7,688 were derived from coaching traffic and Rs. 1,22,693 from goods traffic.

The increase in the coaching earnings was due to the general development of the passenger traffic; and that in the goods earnings, chiefly to the larger exports and increase in the rate for carriage of coal, and to increased imports of food-grains for tea gardens and the collieries.

The principal increases in the working expenses were Rs. 1,71,733 under "Maintenance of way, works and stations," Rs. 15,568 under "Locomotive expenses" and Rs. 11,689 under "Traffic expenses."

The increase under "Maintenance of way, works and stations" was mainly due to the replacement of cast iron sleepers, and that under "Locomotive" and "Traffic" expenses, chiefly owing to the transfer of the working of the Colliery branch line to this railway from the 1st January 1897.

Ahmedabad-Parántij Railway (metre gauge).

37. The length of line open on the 31st December 1897 was 54·59 miles, and the mean mileage worked during the year 28·93 miles.

The gross earnings amounted to Rs. 69,068, the working expenses to Rs. 32,404, and the net earnings to Rs. 36,664.

Of the gross earnings, Rs. 38,372 were derived from coaching traffic, Rs. 30,110 from goods and Rs. 387 from Electric telegraph earnings.

The line is worked by the Bombay, Baroda and Central India railway.

The Gaekwar's Mehsána Railway (metre gauge).

38. Compared with the results of 1896, the gross earnings fell from Rs. 4,23,283 to Rs. 3,39,125 or by Rs. 84,158, and as the working expenses were Rs. 5,946 more, the net earnings showed a decrease of Rs. 90,104, having fallen from Rs. 2,71,262 to Rs. 1,81,158.

Of the decrease in the gross earnings, Rs. 40,239 were under coaching traffic and Rs. 43,418 under goods traffic.

The decrease in the coaching earnings was chiefly due to plague restrictions; and that in the goods earnings, to the credit of Rs. 80,834 during 1896 on account of terminal charges due for previous years.

The line is worked by the Bombay, Baroda and Central India railway.

Jodhpore-Bickaneer Railway (metre gauge).

39. Compared with the results of 1896, the gross earnings decreased from Rs. 11,64,465 to Rs. 11,22,658 or by Rs. 41,807, on the Jodhpore section, and from Rs. 1,20,727 to Rs. 1,17,010 or by Rs. 3,717, on the Bickaneer section; but as the working expenses were Rs. 48,333 less on the Jodhpore section and Rs. 6,161 more on the Bickaneer section, the net earnings on the former showed an improvement of Rs. 6,526, having risen from Rs. 7,38,273 to Rs. 7,44,799, and on the latter a decrease of Rs. 9,878, having fallen from Rs. 75,382 to Rs. 65,504.

Of the decrease in the gross earnings, Rs. 33,752 were under coaching traffic and Rs. 10,992 under goods traffic on the Jodhpore section, and Rs. 3,682 and Rs. 794 under coaching and goods traffic, respectively, on the Bickaneer section. The decrease was mainly due to the prevalence of famine and plague.

The principal decrease in the working expenses on the Jodhpore section was Rs. 38,513 under "Maintenance of way, works and stations," and was due to the renewal of only 0·44 mile of rails during the year against 10·80 miles in the previous year. On the Bickaneer section, the only noticeable increase in the working expenses was Rs. 4,689 under "Locomotive expenses," due to the additional train-miles run.

Oodeypore-Chitor Railway (metre gauge).

40. Compared with the results of 1896, the gross earnings fell from Rs. 1,35,220 to Rs. 1,23,175 or by Rs. 12,045, and as the working expenses were Rs. 1,175 less only, the net earnings showed a decrease of Rs. 10,870, having fallen from Rs. 53,751 to Rs. 42,881.

Of the decrease in the gross earnings, Rs. 8,618 were under coaching traffic and Rs. 3,425 under goods traffic.

The decrease in the coaching earnings was mainly due to plague restrictions; and that in the goods earnings, to the smaller traffic in cotton, raw and grain and pulse.

The line is worked by the Bombay, Baroda and Central India railway.

Bhávnagar-Gondal-Junágad-Porbandar, including the Jetalsar-Rájkot, Railway (metre gauge).

41. Compared with the results of 1896, the gross earnings decreased from Rs. 21,77,995 to Rs. 20,26,893 or by Rs. 1,51,102, and as the working expenses were Rs. 18,610 more, the net earnings showed a decrease of Rs. 1,69,712, having fallen from Rs. 10,73,513 to Rs. 9,03,801.

Of the decrease in the gross earnings, Rs. 1,33,206 were under coaching traffic and Rs. 38,103 under goods traffic. There was, however, an increase of Rs. 20,213 under sundries.

The decrease in the coaching traffic was chiefly due to the scarcity and plague and the consequent restrictions imposed; and that in the goods traffic, to less production of cotton in the province. The increase under "Sundries" was mainly due to the hire of engines to the Jámnagar railway and to the construction of 12 stone-wagons for the Porbandar state and of carriage and wagon stock for the Jámnagar railway.

Jámnagar Railway (metre gauge).

42. The line was opened for traffic on the 8th April 1897, and the mean mileage worked during the year was 39·85 miles.

The gross earnings amounted to Rs. 84,476, the working expenses to Rs. 55,522 and the net earnings to Rs. 28,954.

Of the total earnings, Rs. 67,235 were derived from coaching traffic and Rs. 16,547 from goods traffic.

The line is worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.

Statistics of working of the special gauge railways.

43. Statistics of working of the special gauge railways for the year 1897 will be found in statement No. 37 A, on pages 166 and 167. The general results of working these railways for the past five years are given in statement No. 37 B, on pages 168 and 169.

STATEMENT No. 31.

Summary of the principal commodities carried, and the earnings therefrom, on the standard and metre gauge railways, during the year 1897, as compared with the previous year (details given in Appendix H).

Progressive No.	Description of commodity.	Quantity.		Earnings.		Quantity.		Earnings.		Progressive No.
		Previous year	1897.	Previous year	1897.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways	4,505,758	5,382,634	1,34,98,668	1,47,18,985	876,876	...	12,20,317	...	1
2	Cotton, raw	734,875	625,850	1,01,96,181	85,94,014	...	109,02[illegible]	...	16,02,167	2
3	Cotton, manufactured	442,326	456,201	73,25,547	76,19,827	13,875	...	2,94,280	...	3
4	Drugs and chemicals	60,922	59,229	8,46,352	8,42753	...	1,69[illegible]	...	3,599	4
5	Dyes and tans	217,750	195,211	23,42,110	19,90,491	...	22,53[illegible]	...	3,51,619	5
6	Grain and pulse	5,701,249	6,102,560	3,01,86,43[illegible]	3,51,79,403	401,311	...	49,92,9 4	...	6
7	Hides and skins	165,876	197,443	21,02,903	24,66,636	31,567	...	3,63,733	...	7
8	Horns	13,663	5,120	1,16,181	57,506	...	8,54[illegible]	...	58,675	8
9	Jute	1,200,312	1,200,385	63,73,532	63,14,584	[illegible]73	...	...	58,948	9
10	Lac	44,231	41,202	5,18,463	4,91,155	...	3,02[illegible]	...	22,308	10
11	Leather, manufactured	13,400	12,919	2,54,266	2,39,033	...	48[illegible]	...	15,233	11
12	Liquors	82,211	77,170	9,82,010	9,29,572	...	5,04	...	52,438	12
13	Metals	468,347	522,469	47,49,904	44,87,948	54,122	...	...	2,61,956	13
14	Oils	393,811	413,993	30,03,888	30,91,042	20,182	...	87,154	...	14
15	Oil-seeds	1,701,577	1,421,654	1,10,95,2[illegible]1	83,42,5[illegible]0	...	279,92[illegible]	...	27,52,731	15
16	Opium	25,049	27,419	4,66,344	4,76,721	2,370	...	10,377	...	16
17	Paper and paste-board	32,474	32,225	3,78,017	3,80,308	...	24[illegible]	2,291	...	17
18	Provisions	654,657	703,099	60,66,859	64,54,079	48,442	...	3,87,220	...	18
19	Railway plant and rolling-stock carried for the public and foreign railways	468,566	786,027	26,29,425	30,60,139	317,461	...	4,30,714	...	19
20	Salt	1,471,713	1,500,772	84,51,630	87,15,668	29,059	...	2,64,038	...	20
21	Saltpetre, etc.	104,349	92,416	8,31,034	7,20,662	...	11,933	...	1,10,372	21
22	Silk, raw	3,401	3,600	78,114	77,813	199	...	...	301	22
23	Silk, piece-goods	767	804	21,811	[illegible]22,39[illegible]	37	...	57[illegible]	...	23
24	Spices	213,409	239,95[illegible]	20,39,803	24,61,249	26,541	...	4,21,446	...	24
25	Stone and lime	830,215	773,876	21,37,046	18,85,982	...	56,33[illegible]	...	2,51,064	25
26	Sugar	1,161,703	1,097,980	76,02,137	77,73,091	...	63,723	1,70,954	...	26
27	Tea	119,362	113,259	11,37,635	11,77,844	...	6,103	40,20[illegible]	...	27
28	Timber	773,348	748,143	28,74,649	27,91,150	...	25,205	...	83,499	28
29	Tobacco	220,209	218,252	19,13,409	18,81,501	...	1,957	...	31,908	29
30	Wool, raw	39,301	38,125	9,13,145	7,89,347	...	1,176	...	1,23,798	30
31	Wool, manufactured	9,205	10,279	1,92,332	2,07,470	1,074	...	15,138	...	31
32	All other articles of merchandise	1,978,171	2,115,141	1,23,86,668	1,36,22,135	136,970	...	12,35,167	...	32
	TOTAL	23,852,207	25,215,407	4,37,06,758	14,78,63,018	1,363,200	...	41,56,265	...	

STATEMENT No. 32.

Mileage of railways open for traffic on the 31st December 1897, and the mean mileage worked during the year.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked including foreign lines worked over.	REMARKS.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State lines worked by companies.							
I	EAST INDIAN	474·25	1,230·84	1,705·09	468·95	2,648·29	(a) 1,738·16	(a) Including 34·50 miles of the Eastern Bengal State railway and 1·00 mile of the Rajputana-Malwa railway worked over.
II	BENGAL CENTRAL	...	125·01	125·01	21·69	146·70	125·01	(b) Including 0·80 mile of the East Indian railway and 0·65 mile of the Great Indian Peninsula railway worked over.
III	BENGAL-NÁGPUR	...	860·88	860·88	99·06	959·94	(b) 862·33	(c) Including V, XXIX, XXX, and XXXI; also 15·30 miles of the East Indian railway, 1·00 mile of the Oudh and Rohilkhand State railway, 0·13 mile of the Great Indian Peninsula railway and 2·89 miles of the Rajputana-Malwa railway worked over.
IV	INDIAN MIDLAND	...	679·56	679·56	87·23	766·79	(c) 944·82	
V	BHOPAL-ITÁRSI (BRITISH SECTION)	...	13·11	13·11	3·01	16·12	(d) (13·11)	(d) Included with IV.
VI	GODHRA-RUTLAM-NÁGDÁ	...	140·91	140·91	14·71	155·62	140·91	
VII	WARDHA COAL	...	44·88	44·88	6·04	50·92	(e) (44·88)	(e) Included with XVIII.
VIII	DHOND-MANMÁD	...	145·44	145·44	14·28	159·72	(e) (145·44)	
IX	BEZWADA EXTENSION (EAST COAST STATE)	...	20·58	20·58	0·96	21·54	(f) (21·47)	(f) Included with XXXII.
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	...	8·45	8·45	2·12	10·57	(g) (8·45)	(g) Included with XX.
	TOTAL	474·25	3,269·66	3,743·91	718·05	4,936·21	3,811·23	
	State lines worked by the State.							
XI	NORTH WESTERN	85·49	2,731·53	(h) 2,817·02	651·90	3,554·41	(i) 2,813·13	(h) Including 6·12 miles (Mecan Meer chord, and Ferozepore cantonment to Hussainiwala) used for military traffic only.
XII	HYDERABAD-SHADIPALLI	...	58·91	58·91	5·14	64·05	58·91	(i) Including XXXVII; also 13 miles of the East Indian railway worked over, but excluding 6·12 miles used for military traffic only,—*vide* remark (h).
XIII	OUDH AND ROHILKHAND	...	812·37	812·37	124·45	936·82	812·37	(j) Including 2·66 miles (laid on the mixed gauge) and 0·33 *mile* (metre gauge). See also footnote (l).
XIV	EASTERN BENGAL	111·46	142·03	253·49	104·11	460·06	252·62	(k) Including 1·60 miles of metre gauge sidings.
XV	CALCUTTA PORT COMMISSIONERS'	...	8·53	8·53	14·22	22·75	8·53	(l) Including 2·66 miles (laid on the mixed gauge), which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·33 mile (metre gauge) which is worked over only by the Southern Mahratta railway
XVI	EAST COAST	...	538·78	(j) 538·78	(k) 79·36	618·14	(l) 534·03	(m) Including VII, VIII, XXVII and XXVIII.
	TOTAL	196·95	4,292·15	4,489·10	979·18	5,665·23	4,479·59	(n) Including X and XXXV.
	Lines worked by guaranteed companies.							
XVIII	GREAT INDIAN PENINSULA	461·92	826·08	1,288·00	256·41	2,006·33	(m) 1,491·31	
XIX	BOMBAY, BARODA AND CENTRAL INDIA	97·99	362·91	460·90	117·52	676·41	460·90	
XX	MADRAS	42·41	796·82	839·23	141·94	1,023·58	(n) 857·68	
	TOTAL	602·32	1,985·81	2,588·13	515·87	3,706·32	2,809·89	
	Assisted companies.							
XXI	DELHI-UMBALLA-KALKA	...	162·24	162·24	17·10	179·34	162·24	
XXII	TARKESSUR	...	22·23	22·23	2·93	25·16	22·23	
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	...	399·80	399·80	30·82	430·62	56·96	
	TOTAL	...	584·27	584·27	50·85	635·12	241·43	
	Lines owned by native states and worked by companies.							
XXVII	KHÁMGAON	...	7·55	7·55	0·87	8·42	(e) (7·55)	
XXVIII	AMRÁOTI	...	5·44	5·44	0·71	6·15	(e) (5·44)	
XXIX	BÍNA-GOONA	...	71·74	71·74	5·31	77·05	(d) (71·74)	
XXX	BHOPAL-UJJAIN	...	113·52	113·52	9·15	122·67	(d) (113.52)	
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	...	44·28	44·28	8·72	53·00	(d) (44·28)	
XXXII	THE NIZAM'S GUARANTEED STATE	...	(o) 332·32	332·32	37·45	369·77	(p) 354·70	(o) Including 2·10 miles (Trimulgherry branch) used for military traffic only.
XXXIII	NÁGDÁ-UJJAIN	...	34·67	34·67	1·06	35·73	34·67	(p) Including IX; also 3·10 miles worked over twice by each train and 0·89 mile of the East Coast State railway worked over, but excluding 2·19 miles used for military traffic only,—*vide* remark (o).
XXXIV	THE GAEKWAR'S PETLÁD	...	13·35	13·35	1·77	15·12	13·35	(q) Included with XX.
XXXV	KOLAR GOLD-FIELDS	...	10·00	10·00	3·52	13·52	(q) (10·00)	
	TOTAL	...	632·87	632·87	68·56	701·43	402·72	

N. B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1897, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	STANDARD GAUGE—*concld.*							
	Lines owned by native states and worked by state railway agency.							
XXXVI	RÁJPURA-BHÁTINDA	...	107·94	107·94	14·96	122·90	107·94	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	...	15·92	15·32	4·59	20·51	(*a*) (15·92)	(*a*) Included with XI.
	TOTAL .	...	123·86	123·86	19·55	143·41	107·94	
	TOTAL STANDARD GAUGE .	1,273·52	10,888·62	12,162·14	2,352·06	15,787·72	11,852·80	
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION	...	341·80	341·80	51·92	393·72	815·66	
	COMPANY'S SECTION . . .	...	485·55	485·55	68·44	553·99		
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON). . . .	...	231·17	231·17	30·51	261·68	(*b*) (213·40)	(*b*) Included with LIV.
XLI	RAJPUTANA-MALWA	1·14	1,672·80	1,673·94	(*c*)251·39	1,926·47	1,673·94	(*c*) Including 3·07 miles of main line laid on the standard gauge.
XLII	PÁLANPUR-DEESA	...	17·28	17·28	1·29	18·57	17·28	
XLIII	SOUTHERN MAHRATTA	...	1,042·04	1,042·04	113·58	1,155·62	(*d*)1,556·20	(*d*) Including XLIV, XLV, LXIV, LXV and LXVI; also 2·99 miles of the East Coast State railway worked over.
XLIV	GUNTAKAL-MYSORE FRONTIER . .	...	119·50	119·50	9·31	128·81	(*e*) (119·50)	
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	...	296·00	296·00	28·08	324·08	(*e*) (296·00)	(*e*) Included with XLIII.
XLVI	SOUTH INDIAN	...	1,041·59	1,041·59	133·74	1,175·33	(*f*)1,049·39	(*f*) Including LXXVII.
XLVII	MÁYAVARAM-MUTUPET	...	53·99	53·99	5·71	59·70	53·99	(*g*) Including the Gauhâti-Jamuna Mukh section, 74·73 miles, temporarily closed from the 13th June 1897 on account of damages done by the recent earthquake.
XLVIII	ASSAM-BENGAL	...	360·63	(*g*)360·63	38·48	399·11	301·18	
XLIX	BURMA	9·55	877·45	887·00	138·49	1,035·04	887·00	
	TOTAL .	10·69	6,539·80	6,550·49	870·94	7,432·12	6,354·64	
	State lines worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla 2′ 6″ gauge, branch) . . .	...	478·47	478·47	79·56	558·03	478·20	
	DACCA SECTION	...	85·92	85·92	14·64	100·56	85·92	
LI	CAWNPORE-BURHWAL (METRE GAUGE LINE)	...	79·60	79·60	6·37	85·97	65·72	
	TOTAL .	...	643·99	643·99	100·57	744·56	629·84	

N. B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—*contd.*

Mileage of railways open for traffic on the 31st December 1897, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
	METRE GAUGE—*concld.*	Miles.	Miles	Miles.	Miles.	Miles.	Miles.	
	Assisted companies.							
LIII	DEOGHUR	...	4·79	4·79	0·62	5·41	4·79	
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	53·92	53·92	4·59	58·51	(*a*)279·32	(*a*) Including XL; also 13 miles of the Lucknow-Bareilly section worked over.
LV	BENGAL DOOARS	...	36·40	36·40	7·23	43·63	36·40	
LVI	DIBRU-SADIYA	...	77·50	77·50	9·66	87·16	77·50	
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY	...	Information not available.			...	...	
LVIII	AHMEDABAD-PARÁNTÍJ	...	54·59	54·59	6·64	61·23	28·93	
	TOTAL	...	227·20	227·20	28·74	255·94	426·94	
	Lines owned by native states and worked by companies.							
LXIII	THE GAEKWAR'S MEHSÁNA	...	92·63	92·63	11·73	104·36	92·63	
LXIV	KOLHÁPUR	...	29·07	29·07	1·70	30·77	(*b*) (29·07)	(*b*) Included with XLIII.
LXV	YESVANTPUR-MYSORE FRONTIER	...	51·35	51·35	3·37	54·72	(*b*) (51·35)	
LXVI	MYSORE-NANJANGÚD	...	15·25	15·25	1·09	16·34	(*b*) (15·25)	
	TOTAL	...	188·30	188·30	17·89	206·19	92·63	
	Lines owned and worked by native states.							
LXIX	JODHPORE-BICKANEER—							
	JODHPORE SECTION	...	320·50	320·50	9·50	330·00	320·50	
	BICKANEER SECTION	...	43·50	43·50	1·00	44·50	43·50	
LXX	OODEYPORE-CHITOR	...	60·39	60·39	3·81	64·20	60·39	
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*c*)	...	333·46	333·46	41·79	375·25	379·69	(*c*) Including 4·50 miles in dock estates and quarry lines constructed and maintained by the states themselves, also LXXII only in the case of mean mileage worked.
LXXII	JETALSAR-RÁJKOT	...	46 23	46·23	3·83	50·06	(*d*) (46·23)	(*d*) Included with LXXI.
LXXIII	JÁMNAGAR (*e*)	...	54·28	54·28	3·23	57·51	39·85	(*e*) Including the Bedi Bandar Dock estate line, 3·99 miles.
	TOTAL	...	858·36	858·36	63·16	921·52	843·93	
	Foreign lines.							
LXXVI	WEST OF INDIA PORTUGUESE	...	51·11	51·11	11·85	62·96	51·11	
LXXVII	PONDICHERRY	...	7·80	7·80	1·82	9·62	(*f*) (7·80)	(*f*) Included with XLVI.
	TOTAL	...	58·91	58·91	13·67	72·58	51·11	
	TOTAL METRE GAUGE	10·69	8,516·56	8,527·25	1,094·97	9,632·91	8,399·09	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—*concld.*

Mileage of railways open for traffic on the 31st December 1897, and the mean mileage worked during the year—concld.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	SPECIAL GAUGES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State line worked by the State.							
LXXX	JODHÁT (2′ 0″)	...	28·25	28·25	1·80	30·05	26·64	
	Assisted company.							
LXXXI	DARJEELING-HIMALAYAN (2′ 0″) . .	...	51·00	51·00	3·00	54·00	51·00	
LXXXII	BÁRSI LIGHT (2′ 6″)	Information not available				...	...	
	Lines owned by native states and worked by companies.							
LXXXIII	THE GAEKWAR'S DABHOI (2′ 6″) . .	...	78·80	78·80	5·50	84·30	75·26	
LXXXIV	RAJPIPLA (2′ 6″)	...	19·03	19·03	2·23	21·26	9·59	
	Total .	...	97·83	97·83	7·73	105 56	84·85	
	Line owned by native state and worked by state railway agency.							
LXXXVI	COOCH BEHAR (2′ 6″)	...	22·12	22·12	1·48	23·60	22·12	
	Line owned and worked by native state.							
LXXXVII	MORVI (2′ 6″)	...	94·36	94·36	4·00	98·36	94·36	
	TOTAL SPECIAL GAUGES .	...	293·56	293·56	18·01	311·57	278·97	
	TOTAL OF ALL RAILWAYS .	1,284·21	19,698·74	20,982·95	3,465·04	25,732·20	20,530·86	

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

STATEMENT

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
			Rs.		Rs.		Rs.
	STANDARD GAUGE.						
	State lines worked by companies.						
I	EAST INDIAN	60,549	5,53,915	186,639	7,39,415	1,169,447	11,17,776
II	BENGAL CENTRAL	2,678	5,965	29,760	20,970	88,010	56,522
III	BENGAL-NÁGPUR	6,952	36,956	15,658	38,387	40,308	28,304
IV	INDIAN MIDLAND (*a*)	12,632	1,18,448	43,706	1,59,215	360,844	4,29,068
VI	GODHRA-RUTLAM-NÁGDÁ	579	3,165	3,545	7,202	2,702	3,956
	TOTAL	83,390	7,18,449	279,308	9,65,189	1,661,311	16,35,626
	State lines worked by the State.						
XI	NORTH WESTERN (*b*)	51,208	3,84,676	179,017	4,76,996	818,978	8,24,477
XII	HYDERABAD-SHADIPALLI	949	1,163	4,871	2,473	23,047	7,009
XIII	OUDH AND ROHILKHAND	21,306	1,11,676	68,425	1,60,101	244,856	1,98,496
XIV	EASTERN BENGAL	41,378	1,10,693	92,851	1,09,088	655,670	3,04,358
XV	CALCUTTA PORT COMMISSIONERS' (*c*)	...	...	...	...	...	...
XVI	EAST COAST	4,543	25,688	26,366	32,687	2,542	3,462
	TOTAL	119,384	6,33,896	371,530	7,81,345	1,745,093	13,37,802
	Lines worked by guaranteed companies.						
XVIII	GREAT INDIAN PENINSULA (*d*)	93,945	4,68,455	749,753	7,72,581	321,791	5,93,434
XIX	BOMBAY, BARODA AND CENTRAL INDIA	122,367	1,33,897	1,125,900	4,21,059	364,391	6,20,658
XX	MADRAS (*e*)	27,766	1,99,336	117,232	2,53,926	...	...
	TOTAL	244,078	8,01,688	1,992,885	14,47,566	686,182	12,14,092
	Assisted companies.						
XXI	DELHI-UMBALLA-KALKA	9,144	76,974	24,411	80,121	41,927	53,407
XXII	TARKESSUR	327	321	3,157	1,330	133,867	30,500
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	97	428	241	473	1,222	969
	TOTAL	9,568	77,723	27,809	81,924	177,016	84,876
	Lines owned by native states and worked by companies.						
XXXII	THE NIZAM'S GUARANTEED STATE (*f*)	6,545	46,102	39,350	77,082	277,925	1,41,034
XXXIII	NÁGDÁ-UJJAIN	136	289	582	732	484	245
XXXIV	THE GAEKWAR'S PETLÁD	153	108	2,175	825	...	...
	TOTAL	6,834	46,499	42,107	78,639	278,409	1,42,179
	Line owned by native state and worked by state railway agency.						
XXXVI	RÁJPURA-BHÁTINDA	4,908	9,356	7,294	7,002	37,974	15,409
	TOTAL	4,908	9,356	7,294	7,002	37,974	15,409
	TOTAL STANDARD GAUGE	468,162	22,87,611	2,720,933	33,61,665	4,585,985	44,29,984

No. 33.

railways during the year ending with the 31st December 1897.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	Remarks.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
15,539,203	1,25,17,857	16,955,838	1,49,28,963	22,22,155	1,71,51,118	I	
1,536,136	5,35,888	1,656,584	6,19,345	52,685	6,72,030	II	
2,060,275	11,25,214	2,123,193	12,28,861	1,67,045	13,95,906	III	
1,330,810	12,33,859	1,747,992	19,40,590	4,52,774	23,93,364	IV	(a) Including the Bhopal-Itársi, the Bina Goona and the Bhopal-Ujjain railways.
381,980	1,61,094	388,806	1,75,417	22,124	1,97,541	VI	
20,848,404	1,55,73,912	22,872,413	1,88,93,176	29,16,783	2,18,09,959		
12,392,907	77,25,554	13,442,110	94,11,703	29,17,143	1,23,28,846	XI	(b) Including the Jammu and Kashmir railway (Native state section).
303,708	64,622	332,575	75,267	5,545	80,812	XII	
4,735,741	27,64,407	5,070,328	32,34,680	4,45,558	36,80,238	XIII	
5,818,978	19,58,196	6,608,877	24,82,335	3,01,215	27,83,550	XIV	
...	...	...	...	...	...	XV	(c) There is no passenger traffic on this line.
2,913,628	12,94,332	2,947,079	13,56,169	80,291	14,36,460	XVI	
26,164,962	1,38,07,111	28,400,969	1,65,60,154	37,49,752	2,03,09,906		
13,317,545	44,14,014	14,483,034	62,48,484	15,40,670	77,89,154	XVIII	(d) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
11,735,294	24,82,930	13,347,952	36,58,544	6,86,047	43,44,591	XIX	
10,929,003	35,48,667	11,074,001	40,01,929	6,30,828	46,32,757	XX	(e) Including the Madras-Ennór section (Bezwada-Madras) and the Kolar Gold-fields railway.
35,981,842	1,04,45,611	38,904,987	1,39,08,957	28,57,545	1,67,66,502		
824,797	4,85,619	900,279	6,96,121	2,39,880	9,36,001	XXI	
1,075,779	2,43,334	1,213,130	2,75,485	6,386	2,81,871	XXII	
76,380	33,393	77,940	35,263	6,315	41,578	XXIII	
1,976,956	7,62,346	2,191,349	10,06,869	2,52,581	12,59,450		
969,248	5,06,077	1,293,068	7,71,195	1,10,266	8,81,461	XXXII	(f) Including the Bezwada extension (East Coast State railway).
103,763	31,953	104,965	33,219	2,203	35,422	XXXIII	
174,830	30,023	177,158	30,956	2,033	32,989	XXXIV	
1,247,841	5,68,053	1,575,191	8,35,370	1,14,502	9,49,872		
901,985	3,17,009	952,161	3,48,776	29,061	3,77,837	XXXVI	
901,985	3,17,009	952,161	3,48,776	29,061	3,77,837		
87,121,990	4,14,74,042	94,897,070	5,15,53,302	99,20,224	6,14,73,526		

* See also statements Nos. 26 and 36.

STATEMENT

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1st class.		2nd class.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.
	State lines worked by Companies.						
XXXIX	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	17,878	54,341	25,348	42,306	68,377	42,989
	COMPANY'S SECTION						
XLI	RAJPUTANA-MALWA	17,732	1,19,709	79,684	2,02,779	216,402	2,37,351
XLII	PÁLANPUR-DEESA	590	585	2,947	844	...	...
XLIII	SOUTHERN MAHRATTA (*a*)	18,916	99,714	54,691	1,31,521	...	...
XLVI	SOUTH INDIAN (*b*)	22,224	72,537	183,653	1,77,012	...	...
XLVII	MÁYAVARAM-MUTUPET	318	383	8,447	3,520	...	...
XLVIII	ASSAM-BENGAL	2,750	14,990	5,693	11,623	...	...
XLIX	Burma	24,583	98,343	288,189	219,391	36,101	1,21,259
	TOTAL	104,991	4,60,602	648,652	7,88,996	320,880	4,01,599
	State line worked by the State.						
L	EASTERN BENGAL—						
	NORTHERN AND BIHAR SECTIONS (includidg the Kaunia-Dharlla, 2′ 6″ gauge, branch)	8,288	65,881	20,700	73,276	140,092	1,15,099
	DACCA SECTION	3,364	3,919	10,889	8,779	75,888	21,747
	TOTAL	11,652	69,800	31,589	82,055	215,980	1,36,846
	Assisted companies.						
LIII	DEOGHUR	900	480	...	...	...	...
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION (*c*)	4,543	33,406	15,759	57,200	9,638	7,753
LV	BENGAL DOOARS	575	1,727	1,479	2,455	1,240	754
LVI	DIBRU-SADIYA	3,812	9,191	2,320	3,222	...	...
LVII	LEDO AND TIKAK-MARGHERITA COLLIERI	Information not available			...	...	...
LVIII	AHMEDABAD-PARÁNTÍJ	142	257	1,222	1,070	...	...
	TOTAL	9,972	45,031	20,780	63,947	10,878	8,507
	Line owned by native state and worked by company.						
LXIII	THE GARKWAR'S MEHSÁNA	638	1,181	3,965	3,564	...	...
	TOTAL	638	1,181	3,965	3,564	...	...
	Lines owned and worked by native states.						
LXIX	JODHPORE-BICKANEER—						
	JODHPORE SECTION	1,078	7,736	6,247	14,589	...	...
	BICKANEER SECTION	257	937	958	1,269	...	...
LXX	OODEYPORE-CHITOR	339	1,572	1,471	3,094	...	...
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*d*)	6,934	18,984	53,426	64,848	...	...
LXXIII	JÁMNAGAR (*e*)	253	646	2,937	3,840	...	...
	TOTAL	8,861	29,875	65,039	87,640	...	...
	Foreign line.						
LXXVI	WEST OF INDIA PORTUGUESE	1,235	1,360	8,722	3,894	...	...
	TOTAL	1,235	1,360	8,722	3,894	...	...
	TOTAL METRE GAUGE	137,349	6,07,849	778,747	10,30,090	547,738	5,46,952

No. 33—*concld.*

railways during the year ending with the 31st December 1897—concld.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	Remarks.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
						XXXIX	
5,776,033	20,44,427	5,887,636	21,84,063	1,52,684	23,36,747		
9,168,941	46,90,264	9,482,759	52,50,103	8,84,105	61,34,208	XLI	
60,360	10,283	63,897	11,712	2,445	14,157	XLII	
6,346,890	24,81,027	6,420,497	27,12,262	3,44,796	30,57,058	XLIII	(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways.
12,838,053	44,86,181	13,043,930	47,35,730	2,47,130	49,82,860	XLVI	
1,137,793	1,86,648	1,146,558	1,90,551	3,782	1,94,333	XLVII	
938,169	4,80,276	946,612	5,06,889	32,954	5,39,843	XLVIII	
8,725,492	37,41,569	9,074,365	41,80,562	1,87,670	43,68,232	XLIX	(b) Including the Pondicherry railway.
44,991,731	1,81,20,675	46,066,254	1,97,71,572	18,55,566	2,16,27,438		
						L	
2,897,918	13,43,612	3,066,998	15,97,868	2,13,788	18,11,656		
1,010,984	2,83,240	1,101,125	3,17,685	17,663	3,35,348		
3,908,902	16,26,852	4,168,123	19,15,553	2,31,451	21,47,004		
179,786	25,531	180,686	25,981	...	25,981	LIII	
950,171	3,62,886	980,111	4,61,245	81,199	5,42,444	LIV	(c) Including the Lucknow-Bareilly section.
129,782	33,634	133,076	38,570	7,542	46,112	LV	
231,837	1,02,256	237,969	1,14,669	20,758	1,35,427	LVI	
...	...	...	...	...	...	LVII	
132,837	35,429	134,101	36,756	1,616	38,372	LVIII	
1,624,413	5,59,736	1,666,043	6,77,221	1,11,115	7,88,336		
520,844	1,25,595	525,447	1,30,340	9,907	1,40,247	LXIII	
520,844	1,25,595	525,447	1,30,340	9,907	1,40,247		
						LXIX	
674,807	4,01,286	682,132	4,23,611	58,291	4,81,902		
86,304	31,705	87,519	33,911	4,951	38,862		
179,762	76,958	181,572	81,624	6,471	88,095	LXX	
1,780,569	8,48,712	1,840,929	9,32,544	67,042	9,99,586	LXXI	
73,242	37,311	76,432	41,797	3,282	(f) 67,235	LXXIII	(d) Including the Jetalsar-Rájkot railway.
2,794,684	13,95,972	2,868,584	15,13,487	1,40,037	16,75,680		
174,040	35,813	183,997	41,067	6,064	47,131	LXXVI	(e) For 2nd-half of 1897 only. See also note (f).
174,040	35,813	183,997	41,067	6,064	47,131		(f) Including Rs. 22,156 for 1st-half of 1897, for which details are not furnished.
54,014,614	2,18,64,643	55,478,448	2,40,49,540	23,54,140	(g) 2,64,25,836		(g) See note (f).

* See also statements Nos. 26 and 36.

STATEMENT

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
I	EAST INDIAN . . .	3,332,310	2,78,55,430	10,029	3,78,611	126,934	2,31,584	3,358,600	1,06,83,986
II	BENGAL CENTRAL . .	120,012	3,45,405	99	149	16,272	8,024	16,896	18,418
III	BENGAL-NÁGPUR . . .	473,252	36,01,498	543	8,999	18,490	39,920	793,824	3,59,742
IV	INDIAN MIDLAND (*a*) . .	457,687	35,82,373	3,545	41,348	47,732	1,06,920	1,501	5,420
VI	GODHRA-RUTLAM-NÁGDÁ .	186,670	8,28,129	223	2,536	13,257	8,775	77	230
	TOTAL .	4,569,931	3,62,12,835	14,439	4,31,643	222,685	3,95,223	4,170,898	1,10,67,796
	State lines worked by the State.								
XI	NORTH WESTERN (*b*) . .	2,020,466	1,56,16,909	67,272	13,56,781	1,008,279	4,15,242	38,473	1,30,252
XII	HYDERABAD-SHADIPALLI .	96,432	99,730	147	105	137,845	17,390	25	12
XIII	OUDH AND ROHILKHAND(*c*) .	901,584	38,00,897	5,026	53,384	193,140	80,575	17,820	50,707
XIV	EASTERN BENGAL . . .	1,130,339	53,11,223	217	1,193	73,878	1,11,719	151,634	1,13,451
XV	CALCUTTA PORT COMMISSONERS'.	749,076	3,50,073	...	...	...	...	14,480	5,102
XVI	EAST COAST	366,853	9,29,214	11	250	62.894	85,792	12,904	10,544
	TOTAL .	5,258,750	2,61,08,046	72,673	14,14,713	1,476,036	7,10,718	235,336	3,10,068
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA (*d*)	1,551,162	1,82,95,437	9,008	1,54,290	15,951	16,504	195,463	6,80,598
XIX	BOMBAY, BARODA AND CENTRAL INDIA . . .	1,110,640	85,53,305	767	24,898	230,835	2,19,732	46,683	2,32,812
XX	MADRAS (*e*)	888,133	60.19,633	1,768	80,054	1,523	4,831	128,048	5,68,838
	TOTAL .	3,549, 935	3,2 ,68,375	11,543	2,59,242	248 309	2, 1,067	370,194	14,82,248
	Assisted companies.								
XXI	DELHI-UMBALLA-KALKA .	131,263	5,27,962	4,974	51,735	702	828	8,708	11,049
XXII	TARKESSUR	23,096	28,481	...	...	31	6	2,328	859
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA).	11,980	58,613	65	1,500	...	...	1,011	1,635
	TOTAL .	166,339	6, .5,056	5,039	53,235	733	834	12,047	13,543
	Lines owned by native states and worked by companies.								
XXXII	THE NIZAM'S GUARANTEED STATE (*f*).	265,564	14,10,950	736	11,354	21,554	24,955	317,189	12,71,671
XXXIII	NÁGDÁ-UJJAIN . . .	34,587	67,847	...	...	363	157	77	55
XXXIV	THE GAEKWAR'S PETLÁD .	21,759	30,047	...	...	...	...	...	...
	TOTAL .	291,910	15,07,944	736	11,354	21,917	25,112	317,266	12,71,726
	Line owned by native state and worked by state railway agency								
XXXVI	RÁJPURA-BHÁTINDA . .	112,446	2,82,086	1,803	20,636	20,617	532	1,326	1,891
	TOTAL .	112,446	2,82.086	1,803	20,636	20,617	532	1,326	1,891
	TOTAL STANDARD GAUGE .	13,949,311	9,75,94,342	106,253	21,90,823	1,990,297	13,73,486	5,107,067	1,41,47,272

No. 34.

during the year ending with the 31st December 1897.

Coal and coke for construction (home line only).		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Live-stock.		Rents, miscellaneous, &c., less outstandings irrecoverable.	Total.		Classification No.	Remarks.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings		Tons.	Earnings*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
10,142	29,765	381,145	7,73,649	438,529	4,22,112	4,284	1,59,125	1,35,521	7,661,973	4,06,69,783	I	
...	...	12,925	5,164	10,670	4,934	1	18	4,077	176,875	3,86,189	II	
2,925	19,823	40,967	1,25,897	86,356	62,144	546	3,564	11,140	1,416,903	42,32,727	III	
252	525	56,518	1,29,377	52,635	23,552	532	17,883	7,339	620,402	39,14,737	IV	(a) Including the Bhopal-Itársi the Bina-Goona and the Bhopal-Ujjain railways.
8,318	13,827	4,650	7,312	21,983	23,183	93	698	944	235,271	8,85,634	VI	
21,637	63,940	496,205	10,41,399	610,173	5,35,925	5,456	1,81,288	1,59,021	10,111,424	5,00,89,070		
4,057	13,006	114,849	2,91,639	1,081,097	7,26,587	18,204	8,57,788	1,54,390	4,352,697	1,95,62,594	XI	(b) Including the Jammu and Kashmir railway (Native state section).
...	...	4	2	6,763	2,224	13	13	703	235,229	1,20,179	XII	
10,007	34,710	26,456	94,600	427,503	1,00,868	702	28,976	18,691	1,582,238	42,66,405	XIII	(c) Including the Cawnpore-Burhwal railway (metre gauge link).
...	...	94,792	64,224	47,691	59,060	104	1,389	58,801	1,198,655	57,21,060	XIV	
...	...	...	...	...	...	...	...	—3,377	763,556	3,51,798	XV	
12	4	30,292	63,144	44,356	34,882	2	51	11,273	517,324	11,35,154	XVI	
14,076	47,720	266,393	5,13,609	1,607,410	9,23,621	19,025	8,88,217	2,40,481	8,949,699	3,11,57,193		
88	307	206,424	4,54,656	293,336	4,43,680	11,519	2,03,354	44,815	2,282,951	2,02,93,641	XVIII	(d) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amraoti railways.
596	2,271	81,331	1,49,479	72,822	80,411	15,703	2,73,258	9,675	1,559,377	95,45,841	XIX	
...	...	32,216	38,802	197,096	92,099	1,563	40,188	21,449	1,250,347	68,65,894	XX	(e) Including the Madras-Ennúr section (Bezwadn-Madras railway), and the Kolar Gold-fields railway.
684	2,578	319,971	6,42,937	563,254	6,16,190	28,785	5,16,800	75,939	5,092,675	3,67,05,376		
...	...	...	...	...	...	1,766	27,783	1,909	147,413	6,21,266	XXI	
1	...	2	1	2,501	260	...	...	91	27,968	29,698	XXII	
...	...	...	...	...	....	1	4	158	13,057	61,910	XXIII	
1	...	2	1	2,510	260	1,767	27,787	2,158	188,438	7,12,874		
107	424	31,900	56,870	165,927	28,656	478	7,613	12,687	773,455	28,24,280	XXXII	(f) Including the Bezwada extension (East Coast State railway).
...	...	188	53	3	1	5	19	520	35,223	68,652	XXXIII	
...	...	154	33	26	4	206	306	203	22,145	30,593	XXXIV	
107	424	32,242	56,956	165,956	28,661	689	7,938	13,410	830,823	29,23,525		
...	...	1,103	1,384	12,921	3,146	92	384	1,381	150,308	3,11,440	XXXVI	
...	...	1,103	1,384	12,921	3,146	92	384	1,381	150,308	3,11,440		
86,505	1,14,662	1,115,916	22,56,286	2,962,224	21,07,803	55,814	16,22,414	4,92,390	25,323,367	12,18,99,478		

* See also statements Nos. 26 and 36.

STATEMENT

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
XXXIX	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION .	723,221	24,89,622	...	2	86,192	1,37,320	35,089	63,538
	COMPANY'S SECTION .								
XLI	RAJPUTANA-MALWA . .	1,341,954	1,13,53,471	6,641	1,26,276	14,638	25,151	19,764	71,240
XLII	PÁLANPUR-DEESA . .	20,133	28,433	136	199	...	...	...	...
XLIII	SOUTHERN MAHRATTA (*a*) .	885,476	56,65,398	1,392	16,061	12,508	23,922	6,349	30,329
XLVI	SOUTH INDIAN (*b*) . .	893,788	37,52,650	99	2,604	22,419	9,821	11,646	17,922
XLVII	MÁYAVARAM-MUTUPET .	59,947	63,857	11	31	5,194	1,041	87	64
XLVIII	ASSAM-BENGAL . . .	39,918	2,29,111	106	841	285,274	1,64,619	5,108	12,419
XLIX	BURMA	763,721	36,78,916	1,078	24,761	186,192	1,62,295	958	652
	TOTAL .	4,728,158	2,72,61,458	9,463	1,70,775	612,417	5,24,169	79,001	1,96,164
	State line worked by the State.								
L	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch	476,490	28,48,682	54	773	24,040	27,059	9,904	33,212
	DACCA SECTION . .	57,648	1,54,106	20	124	586	465	1,069	1,848
	TOTAL .	534,138	30,02,788	74	897	24,626	27,524	10,973	35,060
	Assisted companies.								
LIII	DEOGHUR . . .	12,362	4,243	...	...	...	...	...	...
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*d*).	192,263	5,31,684	665	4,510	8,430	4,316	187	277
LV	BENGAL DOOARS . . .	28,781	2,02,849	...	...	5,440	21,550	493	1,694
LVI	DIBRU-SADIYA . . .	41,248	2,78,437	...	...	...	...	180,301	3,13,788
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY.	Information	not available	...	...	...	...	...	...
LVIII	AHMEDABAD-PARÁNTÍJ .	12,358	27,493	1	1	5,515	2,342	...	...
	TOTAL .	287,012	10,44,706	666	4,511	19,385	28,208	180,981	3,15,759
	Line owned by native state and worked by company.								
LXIII	THE GAEKWAR'S MEHSÁNA .	115,597	1,92,844	...	...	...	...	1	2
	TOTAL .	115,597	1,92,844	...	...	...	...	1	2
	Lines owned and worked by native states.								
LXIX	JODHPORE-BICKANEER—								
	JODHPORE SECTION .	103,942	6,04,713	15	233	686	1,697	284	1,835
	BICKANEER SECTION .	32,744	64,378	7	51	...	...	252	748
LXX	OODEYPORE-CHITOR . .	12,161	31,616	2	13	1,219	726	...	...
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*e*).	231,708	9,07,803	3	37	17,150	10,264	3,037	8,238
LXXIII	JÁMNAGAR (*f*) . . .	3,252	9,675	...	...	237	*—1,323*	220	433
	TOTAL .	383,807	16,18,185	27	334	19,292	11,364	3,793	11,254
	Foreign line.								
LXXVI	WEST OF INDIA PORTUGUESE	31,258	80,085	...	...	...	...	1	2
	TOTAL .	31,258	80,085	...	...	...	...	1	2
	TOTAL METRE GAUGE .	6,079,970	3,32,00,066	10,230	1,76,517	675,720	5,91,265	274,750	5,58,241

No. 34—*concld.*

during the year ending with the 31st December 1897—concld.

Coal and coke for construction (home line only).		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Live-stock.		Rents, miscellaneous, &c., less outstandings irrecoverable.	Total.		Classification No.	Remarks.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
											XXXIX	
474	1,503	24,152	33,523	61,913	74,170	55	1,663	27,970	931,096	28,29,311		
2,637	9,293	55,717	1,26,913	67,424	98,769	4,023	55,298	18,576	1,512,798	1,18,84,987	XLI	
...	...	18	5	32	6	15	20	220	20,324	28,883	XLII	
...	...	52,199	2,74,870	106,878	1,23,380	965	14,223	24,372	1,065,762	61,72,555	XLIII	(a) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
...	...	29,921	38,606	400,535	86,578	394	6,663	19,583	1,358,802	39,34,427	XLVI	
...	...	2,669	926	36,186	2,944	15	90	447	104,109	69,400	XLVII	
317	664	7,287	8,282	490	571	2	46	7,836	338,502	4,24,389	XLVIII	(b) Including the Pondicherry railway.
1,537	446	45,916	64,885	148,831	99,337	5,138	1,33,777	11,543	1,153,371	41,76,612	XLIX	
4,965	11,906	217,879	5,48,010	822,284	4,85,755	10,607	2,11,780	1,10,547	6,484,774	2,95,20,564		
											L	
...	...	11,541	27,666	14,004	23,284	168	5,419	19,369	536,201	29,85,464		
...	...	5,285	3,485	3,010	2,360	8	91	1,517	67,626	1,63,996		
...	...	16,826	31,151	17,014	25,644	176	5,510	20,886	603,827	31,49,460		
...	...	286	(c)	...	...	...	...	...	12,648	4,243	LIII	(c) Carried free.
...	...	119	250	34,627	19,617	88	1,197	4,097	236,379	5,65,948	LIV	(d) Including the Lucknow-Bareilly section.
...	...	...	...	...	...	...	...	559	34,714	2,26,652	LV	
...	...	...	...	6,653	1,851	48	403	237	228,250	5,94,716	LVI	
...	...	...	...	...	...	...	...	...	...	...	LVII	
...	...	29	12	...	...	54	71	191	17,957	30,110	LVIII	
...	...	434	262	41,280	21,468	190	1,671	5,084	529,948	14,21,669		
...	...	...	...	425	155	97	238	416	116,120	1,93,655	LXIII	
...	...	...	...	425	155	97	238	416	116,120	1,93,655		
...	...	3,487	7,342	824	1,119	30	532	2,071	109,268	6,19,542	LXIX	
...	...	1,440	1,111	209	153	...	...	461	34,652	66,902		
...	...	...	...	1,345	872	...	...	865	14,727	34,092	LXX	
1,354	149	9,719	14,671	14,388	10,143	94	1,787	1,043	277,453	9,54,135	LXXI	(e) Including the Jetalsar-Rájkot railway.
14	12	3	4	34	37	...	...	37	3,760	(g) 16,547	LXXIII	(f) For 2nd.half of 1897 only. See also note (g).
1,368	161	14,649	23,128	16,800	12,324	124	2,319	4,477	439,860	16,91,218		(g) Including Rs. 7,372 for first-half of 1897, for which details are not furnished.
...	...	138	75	1,793	1,121	2	23	138	33,192	81,444	LXXVI	
...	...	138	75	1,793	1,121	2	23	138	33,192	81,444		(h) See note (g).
6,333	12,067	249,926	6,02,626	899,596	546,467	11,196	2,21,541	1,41,548	8,207,721	(h) 3,60,58,010		

* See also statements Nos. 26 and 36.

STATEMENT

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY.	PASSENGER TRAFFIC.						
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	NUMBER
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total. *	Ton-miles.	General merchandise.
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN	7,208,754	22,686,384	64,816,170	964,729,805	1,059,441,113	14,260,930	885,028,362
II	BENGAL CENTRAL	118,582	829,575	3,254,491	35,034,397	39,237,045	210,248	9,093,985
III	BENGAL-NÁGPUR	513,179	1,305,690	1,906,724	108,206,415	111,932,008	809,874	103,148,270
IV	INDIAN MIDLAND (a) . . .	2,193,351	7,072,539	27,670,503	92,809,191	129,745,584	2,429,229	93,963,326
VI	GODHRA-RUTLAM-NÁGDÁ . .	42,774	188,918	257,168	15,494,150	15,982,910	108,290	16,921,306
	TOTAL .	10,076,640	32,083,006	97,905,056	1,216,273,958	1,356,338,660	17,818,571	1,108,155,249
	State lines worked by the State.							
XI	NORTH WESTERN (b) . . .	7,081,095	22,522,231	52,586,415	655,766,395	737,956,136	19,883,683	457,013,064
XII	HYDERABAD-SHADIPALLI . .	18,800	80,444	448,588	5,514,453	6,062,285	17,950	2,089,575
XIII	OUDH AND ROHILKHAND . .	1,919,818	6,768,712	10,703,611	212,306,484	231,698,625	2,116,256	118,834,825
XIV	EASTERN BENGAL	1,634,295	3,432,136	19,537,082	150,908,802	175,512,315	1,189,035	109,524,806
XV	CALCUTTA PORT COMMISSIONERS' .	There is no	passenger traffic on this line		...	...	...	...
XVI	EAST COAST	277,335	731,786	147,722	122,878,798	124,035,641	337,858	36,139,314
	TOTAL .	10,931,343	33,535,309	83,423,418	1,147,374,932	1,275,265,002	23,544,782	723,601,584
	Lines worked by guaranteed companies.							
XVIII	GREAT INDIAN PENINSULA (c) .	8,402,873	40,246,310	37,984,562	440,677,108	527,310,853	7,879,323	374,006,566
XIX	BOMBAY, BARODA AND CENTRAL INDIA	2,640,741	17,556,303	39,892,152	206,675,351	266,764,547	4,250,936	177,685,546
XX	MADRAS (d)	3,918,343	10,997,702	...	325,749,170	340,665,215	3,719,944	128,813,402
	TOTAL .	14,961,957	68,800,315	77,876,714	973,101,629	1,134,740,615	15,850,203	680,505,514
	Assisted companies.							
XXI	DELHI-UMBALLA-KALKA . . .	744,444	2,064,004	2,601,307	32,341,812	37,751,567	1,423,543	9,928,895
XXII	TARKESSUR	6,538	55,876	1,940,908	15,802,163	17,805,485	33,491	483,908
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	7,229	15,945	61,976	2,849,564	2,934,714	31,832	1,740,057
	TOTAL .	758,211	2,135,825	4,604,191	50,993,539	58,491,766	1,488,866	12,152,860
	Lines owned by native states and worked by companies.							
XXXII	THE NIZAM'S GUARANTEED STATE(e)	614,328	3,383,858	10,900,515	48,583,436	63,482,137	529,503	27,122,549
XXXIII	NÁGDÁ-UJJAIN	3,779	18,486	15,738	2,726,645	2,764,648	8,860	1,167,339
XXXIV	THE GAEKWAR'S PETLÁD . .	1,895	28,816	...	2,316,047	2,346,758	10,439	308,565
	TOTAL .	620,002	3,431,160	10,916,253	53,626,128	68,593,543	548,802	28,598,453
	Line owned by native state and worked by state railway agency.							
XXXVI	RÁJPURA-BHÁTINDA . . .	152,267	271,096	986,164	27,051,441	28,460,968	115,536	8,069,475
	TOTAL .	152,267	271,096	986,164	27,051,441	28,460,968	115,536	8,069,475
	TOTAL STANDARD GAUGE .	37,500,420	140,256,711	275,711,796	3,468,421,627	3,921,890,554	58,366,760	2,561,083,185

* See also statements

No. 35.

railways during the year ending with the 31st December 1897.

GOODS TRAFFIC. OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								Classification No.	REMARKS.
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke	Live stock.	Total.		
3,982,107	17,898,994	573,515,080	2,227,369	91,026,164	42,661,231	1,362,702	1,617,702,009	I	
221	628,812	800,630	...	404,712	386,666	63	11,315,089	II	
101,128	3,068,221	19,006,997	1,553,627	9,867,007	3,075,554	28,093	139,848,897	III	
635,167	8,169,644	278,133	41,180	10,139,767	1,668,599	105,267	115,001,083	IV	(a) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
25,626	467,569	10,899	976,028	516,102	683,970	7,171	19,608,671	VI	
4,744,249	30,233,240	593,611,739	4,798,204	111,953,752	48,476,020	1,503,296	1,903,475,749		
19,458,613	27,549,009	6,082,989	1,072,775	21,440,518	55,030,688	4,310,890	591,958,546	XI	(b) Including the Jammu and Kashmir railway (Native state section).
876	1,210,623	343	...	175	132,415	89	3,434,096	XII	
737,448	5,331,279	2,479,239	2,712,553	7,474,578	6,719,131	189,541	144,478,594	XIII	
9,900	8,755,081	4,918,159	...	5,033,088	4,628,403	8,072	132,877,509	XIV	
Mileage not recorded		...	...	...	...	...	...	XV	
1,562	6,771,532	460,536	312	5,019,500	2,729,884	190	51,122,830	XVI	
20,208,399	49,617,524	13,941,266	3,785,640	38,967,859	69,240,521	4,508,782	923,871,575		
1,714,287	1,584,345	45,024,504	29,514	43,646,976	36,749,283	2,214,534	504,970,009	XVIII	(c) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
226,586	14,412,651	13,615,025	160,333	10,551,442	4,927,697	3,062,506	224,641,786	XIX	
491,073	164,059	21,835,241	...	1,871,289	4,365,039	214,483	157,754,586	XX	
2,431,946	16,161,055	80,474,770	189,847	56,069,707	46,042,019	5,491,523	887,366,381		(d) Including the Madras-Ennúr section (Bezwada-Madras), and the Kolar Gold-fields railway.
600,280	53,774	601,624	...	...	...	1,70,843	11,355,416	XXI	
...	236	38,677	8	24	24,632	...	547,485	XXII	
15,831	...	55,406	...	...	...	55	1,811,349	XXIII	
616,111	54,010	695,707	8	24	24,632	1,70,898	13,714,250		
89,025	723,575	69,911,947	13,110	3,542,500	2,139,225	42,366	103,584,297	XXXII	(e) Including the Bezwada extension (East Coast State railway).
...	11,056	2,628	...	3,781	88	153	1,185,045	XXXIII	
...	...	...	...	2,356	269	2,879	314,069	XXXIV	
89,025	734,631	69,914,575	13,110	3,548,637	2,139,582	45,398	105,083,411		
187,455	40,186	120,315	...	107,803	234,081	2,396	8,761,711	XXXVI	
187,455	40,186	120,315	...	107,803	234,081	2,396	8,761,711		
28,277,185	96,840,646	758,758,372	8,786,809	210,647,782	166,156,855	11,722,293	3,842,273,077		

Nos. 25 and 26.

STATEMENT

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY.	PASSENGER TRAFFIC.						
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	NUMBER
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total. *	Ton-miles.	General merchandise.
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . . .	491,604	810,993	1,698,129	196,223,701	199,224,427	587,332	80,157,074
	COMPANY'S SECTION . .							
XLI	RAJPUTANA-MALWA . . .	1,746,679	7,058,533	15,244,828	451,768,017	475,818,057	5,521,016	284,841,702
XLII	PÁLANPUR-DEESA . . .	7,990	21,170	...	877,561	906,721	13,213	312,779
XLIII	SOUTHERN MAHRATTA (a) . .	1,683,503	5,150,474	...	238,383,988	245,217,965	1,481,567	164,007,644
XLVI	SOUTH INDIAN (b) . . .	1,178,431	7,626,102	...	431,441,379	440,245,912	916,459	77,712,326
XLVII	MÁYAVARAM-MUTUPET . .	6,141	144,089	...	18,001,327	18,151,557	9,061	1,339,869
XLVIII	ASSAM-BENGAL (c) . . .	182,025	276,002	...	30,737,694	31,195,721	129,745	4,047,836
XLIX	BURMA	1,369,519	7,603,993	6,967,211	249,745,208	265,685,931	727,332	93,777,200
	TOTAL .	6,665,892	28,691,356	23,910,168	1,617,178,875	1,676,446,291	9,385,725	706,196,430
	State line worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2' 6" gauge, branch).	928,307	2,333,447	7,137,838	103,189,3[illegible]0	113,588,982	856,132	53,357,710
	DACCA SECTION	54,367	229,182	1,429,083	21,752,834	23,465,466	69,566	3,427,729
	TOTAL .	982,674	2,562,629	8,566,921	124,942,224	137,054,448	925,698	56,785,439
	Assisted companies.							
LIII	DEOGHUR	4,311	...	...	861,175	865,486	...	59,214
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTIONS) (d) . .	235,707	1,078,572	371,983	31,572,971	33,259,233	245,315	13,398,141
LV	BENGAL DOOARS . . .	10,639	25,673	29,508	2,152,605	2,218,425	29,439	653,003
LVI	DIBRU-SADIYA	79,171	56,003	...	4,908,302	5,043,476	21,226	1,703,616
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY	...	Information not available		...	...	...	...
LVIII	AHMEDABAD-PARÁNTIJ . .	3,676	27,686	...	3,023,252	3,054,614	5,843	434,622
	TOTAL .	333,504	1,187,934	401,491	42,518,305	44,441,234	301,823	16,248,596
	Line owned by native state and worked by company.							
LXIII	THE GAEKWAR'S MEHSÁNA .	16,093	93,523	...	10,717,412	10,827,028	42,277	3,629,650
	TOTAL .	16,093	93,523	...	10,717,412	10,827,028	42,277	3,629,650
	Lines owned and worked by native states.							
LXIX	JODHPORE-BICKANEER—							
	JODHPORE SECTION . .	82,517	466,330	...	38,523,496	39,072,843	298,606	11,154,704
	BICKANEER SECTION . .	9,996	40,622	...	3,043,657	3,094,275	26,204	1,506,267
LXX	OODEYPORE-CHITOR . . .	21,034	76,760	...	6,567,050	6,664,844	34,849	499,585
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (e) . . .	328,534	2,284,116	...	59,255,518	61,868,168	274,047	13,221,011
LXXIII	JÁMNAGAR	11,583	135,562	...	2,604,979	2,752,124	13,242	133,004
	TOTAL .	453,664	3,003,890	...	109,994,700	113,452,254	646,948	26,514,571
	Foreign line.							
LXXVI	WEST OF INDIA PORTUGUESE .	21,760	124,608	...	2,750,436	2,896,804	22,914	1,218,600
	TOTAL .	21,760	124,608	...	2,750,436	2,896,804	22,914	1,218,600
	TOTAL METRE GAUGE .	8,473,587	35,663,940	32,878,580	1,908,101,952	1,985,118,059	11,325,385	810,593,286

* See also statements

No. 35—*concld.*

railways during the year ending with the 31st December 1897—concld.

GOODS TRAFFIC. OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								Classification No.	Remarks.
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total.		
17	10,752,465	3,052,393	117,084	2,361,485	5,745,529	6,647	102,192,694	XXXIX	
1,289,639	1,632,209	2,463,285	655,936	8,958,573	6,839,357	452,421	307,133,122	XLI	
2,318	...	...	...	357	402	255	316,111	XLII	(*a*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
197,571	1,405,971	1,468,802	...	19,242,435	10,115,521	138,231	196,576,175	XLIII	
20,785	677,593	538,880	...	3,127,663	6,717,626	52,285	88,847,158	XLVI	
259	79,346	1,303	...	64,129	230,519	325	1,715,750	XLVII	
11,867	11,317,979	600,042	51,986	646,176	44,342	578	16,720,806	XLVIII	
318,121	13,736,997	8,893	13,251	4,352,319	9,300,055	896,033	122,402,869	XLIX	(*b*) Including the Pondicherry railway.
1,840,577	39,602,560	8,133,598	838,257	38,753,137	38,993,351	1,546,775	835,904,685		
9,517	2,120,513	1,251,990	...	2,163,101	1,824,735	30,420	60,762,986	L	(*c*) See note (*g*), statement 26, page 119.
1,620	36,435	85,926	...	273,135	184,921	348	4,010,114		
11,137	2,156,948	1,337,916	...	2,441,236	2,009,656	30,768	64,773,100		
...	...	...	...	1,390	...	...	60,604	LIII	
48,268	338,146	15,364	...	19,603	1,537,485	5,045	15,362,052	LIV	(*d*) Including the Lucknow-Bareilly section.
...	83,000	9,452	...	...	...	...	745,455	LV	
...	...	10,881,246	...	...	127,662	1,434	12,713,958	LVI	
...	...	...	...	...	...	...	...	LVII	
8	160,479	...	...	829	...	2,357	598,295	LVIII	
48,276	581,625	10,906,062	...	21,822	1,665,147	8,836	29,480,364		
...	...	32	...	...	7,354	2,237	3,639,273	LXIII	
...	...	32	...	...	7,354	2,237	3,639,273		
1,428	94,370	36,970	...	413,187	51,094	3,060	11,754,813	LXIX	
313	...	11,037	...	62,018	6,446	...	1,586,081		
109	49,173	...	...	...	60,021	...	608,883	LXX	
241	1,519,256	267,105	5,230	650,984	1,278,046	9,011	16,950,884	LXXI	(*e*) Including the Jetalsar-Rájkot railway.
...	10,195	11,904	554	151	1,270	...	157,078	LXXIII	
2,091	1,672,994	327,016	5,784	1,126,340	1,396,877	12,071	31,057,744		
...	...	26	...	3,436	41,722	111	1,263,895	LXXVI	
...	...	26	...	3,436	41,722	111	1,263,895		
1,902,081	44,014,127	20,704,650	844,041	42,345,971	44,114,107	1,600,798	966,119,061		

Nos. 25 and 26.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Classification No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	STANDARD GAUGE.										
	State lines worked by companies.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	1,71,51,118	3·59	29·66	4,06,69,783	5·22	70·34	5,78,20,901	4 60	8,55,787	0·07
II	BENGAL CENTRAL	6,72,030	2·98	63·51	3,86,189	2·14	36·49	10,58,219	2·60	79,980	0·20
III	BENGAL-NÁGPUR	13,95,906	2·14	24·80	42,32,727	3·69	68·27	56,28,633	3·13	5,71,676	0·32
IV	INDIAN MIDLAND (*a*)	23,93,364	2 92	37·94	39,14,737	4·18	62·06	63,08,101	3·59	1,39,756	0·08
VI	GODHRA-RUTLAM-NÁGDÁ	1,97,541	1·43	18·24	8,85,634	4·56	81·76	10,83,175	3·26	*— 9,785*	*— 0·03*
VII	WARDHA COAL	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE)	...	...	...	...	...	...	...	...	...	...
	TOTAL	2,18,09,959	3·30	30·33	5,00,89,070	4·89	69·67	7,18,99,029	4·26	16,37,414	0·10
	State lines worked by the State.										
XI	NORTH WESTERN (*d*)	1,23,28,846	3·16	38·66	1,95,62,594	4·00	61·34	3,18,91,440	3·63	9,91,457	0·11
XII	HYDERABAD SHADIPALLI	80,812	3·76	40·21	1,20,179	2·42	59·79	2,00,991	2 82	4,191	0·06
XIII	OUDH AND ROHILKHAND (*e*)	36,80,238	3·30	46·31	42,66,408	3·32	53·69	79,46,646	3·31	(*f*)5,69,209	(*f*) 0·25
XIV	EASTERN BENGAL	27,83,550	2·75	32·73	57,21,060	5·60	67·27	85,04,610	4·18	4,06,955	0·20
XV	CALCUTTA PORT COMMISSIONERS'	...	...	...	3,51,798	(*h*)	100·00	3,51,798	(*h*)	41,730	(*h*)
XVI	EAST COAST	14,36,460	2·73	55·86	11,35,154	2·30	44·14	25,71,614	2·53	2,18,930	0·21
	TOTAL	2,03,09,906	3·09	39·46	3,11,57,193	3·98	60·54	5,14,67,099	3·57	22,32,472	0 15
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA (*i*)	77,89,154	1·85	27·74	2,02,93,641	4·16	72·26	2,80,82,795	3·08	3,49,607	0·04
XIX	BOMBAY, BARODA AND CENTRAL INDIA	43,44,591	3·19	31·28	95,45,841	8·93	68·72	1 38,90,432	5·71	3,70,861	0·15
XX	MADRAS (*j*)	46,32,757	3·58	40·29	68,65,894	5·07	59·71	1,14,98,651	4·34	2,39,390	0·09
	TOTAL	1,67,66,502	2·44	31·36	3,67,05,376	5·02	68·64	5,34,71,878	3·77	9,59,858	0·07
	Assisted companies.										
XXI	DELHI-UMBALLA-KALKA	9,36,001	2·50	60·11	6,21,266	2·99	39·89	15,57,267	2·68	16,051	0·02
XXII	TARKESSUR	2,81,871	4·92	90·47	29,698	5·99	9·53	3,11,569	5 00	1,088	0·02
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	41,578	1·54	40·18	61,910	2·14	59·82	1,03,488	1·85	153	...
	TOTAL	12,59,450	2·75	63·86	7,12,874	2·95	36·14	19,72,324	2·82	17,292	0·02
	Lines owned by native states andworked by companies.										
XXVII	KHÁMGAON	...	...	...	...	...	...	...	...	...	...
XXVIII	AMRÁOTI	...	...	...	...	...	...	...	...	...	...
XXXII	THE NIZAM'S GAURANTEED STATE (*l*)	8,81,461	3·85	23·79	28,24,280	4·15	76·21	37,05,741	4·07	71,413	0·08
XXXIII	NÁGDÁ-UJJAIN	35,422	1·40	34·04	68,652	1·77	65·96	1,04,074	1·62	565	0·01
XXXIV	THE GAEKWAR'S PETLÁD	32,989	2·54	51·88	30,593	4·83	48·12	63,582	3·29	1,155	0·05
	TOTAL	9,49,872	3·55	24·52	29,23,525	4·03	75·48	38,73,397	3·30	73,133	0·07
	Lines owned by native states and worked by state railway agency.										
XXXVI	RÁJPURA-BHÁTINDA	3,77,837	3·89	54·82	3,11,440	3·23	45·18	6,89,277	3·56	7,649	0·04
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	...	...	...	...	...	...	...	...	...	...
	TOTAL	3,77,837	3·89	54·82	3,11,440	3·23	45·18	6,89,277	3·56	7,649	0·04
	TOTAL STANDARD GAUGE (*n*)	6,14,73,526	2·94	33·52	12,18,99,478	4·63	66·48	18,33,73,004	3·88	49,27,818	0·10

(*a*) Including the Bhopal Itársi, the Bína-Goona and the Bhopal Ujjain railways.
(*b*) Represent amounts received by the State as rent from the working railways.
(*c*) Expenditure incurred direct by the State.
(*d*) Including the Jammu and Kashmir railway (Native state section). The net earnings include the Jammu and Kashmir railway (Native state section) for the second-half of 1897; the percentage on the capital outlay is for the North Western State railway only.
(*e*) Including the Cawnpore-Burhwal railway (metre gauge link) except where otherwise stated.
(*f*) Oudh and Rohilkhand State railway only.
(*g*) See foot-note (*i*), statement No. 37, page 162.
(*h*) Train-mileage not recorded.

No. 36.

week on the standard and metre gauge railways during the year ending with the 31st December 1897.

Total earnings, excluding steam-boat.			Steam-boat earnings.	Gross earnings, including steam-boat. §			Working expenses, including steam-boat, rent of leased lines and contribution to provident fund. ‖			Net earnings. §			Classification No.
Amount.	Per mean mile worked per week. ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Per cent. on total standard gauge.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (Statement No. 22, chapter vii).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
5,86,76,688	649·19	4·67	1,51,326	5,88,28,014	4·68	31·19	1,73,34,553	1·38	29·47	4,14,93,461	3·30	10·59	I
11,38,199	175·09	2·80	...	11,38,199	2·80	0·60	6,48,513	1 60	56·98	4,89,686	1·20	4·17	II
62,00,309	138·27	3·45	...	62,00,309	3 45	3·29	32,20,750	1·79	51·94	29,79,559	1·66	2·99	III
64,47,857	131·24	3·67	...	64,47,857	3·67	3·42	36,09,698	2·05	55·98	28,38,159	1·62	2·61	IV
10,73,390	146·49	3 23	...	10,73,390	3·23	0·57	7,73,098	2·33	72·02	3,00,292	0·90	1·72	VI
...	...	...	...	(*b*) 59,880	...	...	(*c*) 1,350	...	...	58,530	0·60	1·17	VII
...	...	...	...	(*b*) 2,93,576	...	...	(*c*) 12,304	...	...	2,81,272	0 49	2 47	VIII
...	...	...	...	(*b*) 80,808	...	..	(*c*) 24,163	...	...	56,645	1·97	3·79	IX
7,35,36,443	371·05	4·36	1,51,326	7,41,22,033	4·37	39·07	2,56,24,429	1·52	34·72	4,84,97,604	2·76	7·49	
3,28,82,897	224·79	3·74	46,036	3,29,28,933	3·75	17·46	1,79,17,116	2·04	54·41	1,50,11,817	1·71	3·19	XI
2,05,182	66·98	2·88	...	2,05,182	2·88	0·11	1,45,769	2·05	71·04	59,413	0·83	3·23	XII
85,15,855	185·50	(*f*) 3·57	...	85,15,855	(*f*) 3 ·57	4 52	48,19,077	(*g*) 2·06	56·59	36,96,778	(*f*) 1·51	3·43	XIII
89,11,565	678·40	4·38	23,824	89,35,389	4·39	4·74	41,53,270	2·04	46·48	47,82,119	2·35	7·10	XIV
3,93,528	887·62	(*h*)	...	3,93,528	(*h*)	0·21	2,44,820	(*h*)	62·21	1,48,708	(*h*)	2 10	XV
27,90,544	100·49	2·74	66,744	28,57,288	2·80	1·52	19,88,318	1·95	69·59	8,68,970	0·85	1·05	XVI
5,36,99,571	227·20	3·72	1,36,604	5,38,36,175	3·74	28·56	2,92,68,370	2·03	54·36	2,45,67,805	1·71	3·45	
2,84,32,402	366·64	3·12	..	2,84,32,402	3·12	15·08	1,90,38,005	2·09	66·96	93,94,397	1·03	3 36	XVIII
1,42,61,293	595·04	5·86	...	1,42,61,293	5·86	7·56	77,91,091	3·20	54·63	64,70,202	2·66	6·09	XIX
1,17,38,041	263·19	4·43	...	1,17,38,041	4·43	6·22	56,22,068	2·12	47·90	61,15,973	2·31	4·98	XX
5,44,31,736	372·53	3·84	...	5,44,31,736	3·84	28 86	3,24,51,164	2·29	59·62	2,19,80,572	1·55	4·32	
15,73,318	186·49	2·70	...	15,73,318	2·70	0·83	7,55,193	1·30	48·00	8,18,125	1·40	5·30	XXI
3,12,657	270·47	5·02	...	3,12,657	5·02	0·17	1,50,094	2·41	48 01	1,62,563	2·61	9·25	XXII
1,03,641	34·99	1·85	...	1 03,641	1·85	0·05	53,893	0·96	52·00	49,748	0·89	(*k*) 0·36	XXIII
19,89,616	158·48	2·84	...	19,89,616	2·84	1·05	9,59,180	1·37	48·21	10,30,136	1·47	2·78	
...	...	...	...	(*b*) 13,901	...	...	...	...	...	13,901	1·02	2·66	XXVII
...	...	...	...	(*b*) 30,746	...	...	(*c*) 885	...	...	29,861	1·21	6·60	XXVIII
37,77,154	204·79	4·15	...	37,77,154	4·15	2·00	18,38,385	2·02	48·67	19,38,769	2·13	4·73	XXXII
1,04,639	58·04	1·63	...	1,04,639	1·63	0·06	56,883	0·89	54·36	47,756	0·74	2·15	XXXIII
64,737	93·25	3·34	...	64,737	3·34	0·03	30,791	1·59	47·56	33,946	1·75	4·49	XXXIV
39,46,530	188·46	3·97	...	39,91,177	3·97	2·09	19,26,944	1·94	48·80	20,64,233	2·00	4·60	
6,96,926	124·17	3·60	...	6,96,926	3·60	0·37	3,83,309	1·98	55·00	3,13,617	1·62	4·68	XXXVI
...	...	...	...	(*b*) & (*m*) 10,246	...	...	...	...	...	(*m*) 10,246	(*m*) 0·86	(*m*) 1·07	XXXVII
6,96,926	124·17	3·60	...	7,07,172	3·60	0·37	3,83,309	1·98	55·00	3,23,863	1·58	4·23	
18,83,00,822	303·83	3·99	2,87,930	18,90,77,909	3·99	100·00	9,06,13,396	1·92	47·92	9,84,64,513	2·07	5·03	

(*i*) Including branch lines worked, but excluding charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula railway only, percentages of branch lines being shown separately.
(*j*) Including the Madras-Ennûr section (Bezwada-Madras) and the Kolar Gold-fields railway.
(*k*) Including rebate paid by the North Western State railway.
(*l*) Including the Bezwada extension (East Coast State railway). he percentage of net earnings on capital outlay is for the Nizam's Guaranteed State railway only, percentage of the branch line being shown separately.
(*m*) For the first-half only, during the second-half the line was worked on a different basis.
(*n*) Including the Cawnpore-Burhwal railway (metre gauge link).

* See also statements Nos. 26 and 33
† See also statements Nos. 26 and 34.
‡ See also statements Nos. 23 and 26, and paragraph 9 of chapter VIII.
§ See also statement No. 26.
‖ See also statements Nos. 26 and 37.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per week

Classification No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	METRE GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
XXXIX	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION	23,36,747	2·58	45·23	28,29,311	2·50	54·77	51,66,058	2·54	2,45,895	0·12
	COMPANY'S SECTION . . .										
XLI	RAJPUTANA-MALWA	61,34,208	2·91	34·04	1,18,84,987	4·08	65·96	1,80,19,195	3·59	4,55,163	0·09
XLII	PÁLANPUR-DEESA	14,157	2·04	32·89	28,883	4·83	67·11	43,040	3·33	224	0·02
XLIII	SOUTHERN MAHRATTA (*a*) . . .	30,57,058	2·32	33·12	61,72,555	2·21	66·88	92,29,613	2·24	1,78,647	0·04
XLVI	SOUTH INDIAN (*b*)	49,82,860	2·59	55·88	39,34,427	2·48	44·12	89,17,287	2·54	3,00,714	0·08
XLVII	MÁYAVARAM-MUTUPET . . .	1,94,333	2·08	73·69	69,400	2·00	26·31	2,63,733	2·07	2,349	0·02
XLVIII	ASSAM-BENGAL (*c*)	5,39,843	3·50	55·99	4,24,389	1·73	44·01	9,64,232	2·41	26,408	0·07
XLIX	BURMA	43,68,232	3·73	51·12	41,76,612	2·55	48·88	85,44,844	3·04	1,10,175	0·04
	TOTAL .	2,16,27,438	2·82	42·28	2,95,20,564	2·85	57·72	5,11,48,002	2·84	13,19,575	0·07
	State line worked by the State.										
L	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	18,11,656	3·02	37·77	29,85,464	3·51	62·23	47,97,120	3·31	47,748	0·03
	DACCA SECTION	3,35,348	2·52	67·16	1,63,996	2·14	32·84	4,99,344	2·38	11,449	0·05
	TOTAL .	21,47,004	2·93	40·54	31,49,460	3·39	59·46	52,96,464	3·19	59,197	0·03
	Assisted companies.										
LIII	DEOGHUR	25,981	...	85·96	4,243	...	14·04	30,224	2·25	96	0·01
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*d*)	5,42,444	2·88	48·94	5,65,948	2·00	51·06	11,08,392	2·35	1,42,700	0·30
LV	BENGAL DOOARS	46,112	2·13	16·91	2,26,652	5·70	83·09	2,72,764	4·44	898	0·02
LVI	DIBRU-SADIYA	1,35,427	3·57	18·55	5,94,716	3·44	81·45	7,30,143	3·47	57,216	0·27
LVII	LEDO ADN TIRAK-MARGHEBITA COLLIERY	Information not available			...	...	...	...	...	...	...
LVIII	AHMEDABAD-PARÁNTÍJ	38,372	2·73	56·03	30,110	2·68	43·97	68,482	2·71	586	0·02
	TOTAL .	7,88,336	2·91	35·67	14,21,669	2·80	64·33	22,10,005	2·83	2,01,496	0·26
	Line owned by native state and worked by company										
LXIII	THE GAEKWAR'S MEHSÁNA . . .	1,40,247	2·57	42·00	1,93,655	4·12	58·00	3,33,902	3·29	5,223	0·05
	TOTAL .	1,40,247	2·57	42·00	1,93,655	4·12	58·00	3,33,902	3·29	5,223	0·05
	Lines owned and worked by native states.										
LXIX	JODHPORE-BICKANEER—										
a	JODHPORE SECTION	4,81,902	3·21	43·75	6,19,542	3·41	56·25	11,01,444	3·32	21,214	0·06
	BICKANEER SECTION . . .	38,862	2·36	36·74	66,902	2·03	63·26	1,05,764	2·14	11,246	0·23
LXX	OODEYPORE-CHITOR	88,095	2·80	72·10	34,092	2·40	27·90	1,22,187	2·67	988	0·02
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*e*)	9,99,586	3·20	51·16	9,54,135	3·47	48·84	19,53,721	3·33	73,172	0·12
LXXIII	JÁMNAGAR	67,235	3·03	80·25	16,547	2·07	19·75	83,782	2·78	691	0·02
	TOTAL .	16,75,680	3·15	49·77	16,91,218	3·31	50·23	33,66,898	3·23	1,07,314	0·10
	Foreign line.										
LXXVI	WEST OF INDIA PORTUGUESE . .	47,131	1·80	36·66	81,444	3·26	63·64	1,28,575	2·52	17,073	0·33
	TOTAL .	47,131	1·80	36·66	81,444	3·26	63·64	1,28,575	2·52	17,073	0·33
	TOTAL METRE GAUGE(*g*) .	2,64,25,836	2·84	42·29	3,60,58,010	2·92	57·71	6,24,83,846	2·88	17,09,878	0·08

(*a*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
(*b*) Including the Pondicherry railway.
*(*c*) See foot-note (*g*), statement No. 26, page 119.
(*d*) Including the Lucknow-Bareilly section.
(*e*) Including the Jetalsar-Rájkot railway.
(*f*) Harbour earnings.
(*g*) Excluding the Cawnpore-Burhwal railway (metre gauge link) which is included with the standard gauge.

No. 36—*concld.*

on the standard and metre gauge railways during the year ending with the 31st December 1897—concld.

Total earnings, excluding steam-boat.			Steam-boat earnings.	Gross earnings, including steam-boat. §			Working expenses, including steam boat, rent of leased lines, and contribution to Provident Fund ‖			Net earnings.§			Classification No.
Amount.	Per mean mile worked per week. ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Per cent. on total metre gauge.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, chapter vii).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
													XXXIX
54,11,953	127·60	2·66	5,81,873	59,93,826	2·94	9·18	26,24,173	1 29	43·78	33,69,653	1·65	5·95	
1,84,74,358	212·24	3·68	...	1,84,74,358	3·68	28·28	86,09,937	1·72	46·60	98,64,421	1·96	7·47	XLI
43,264	48·15	3·35	...	43,264	3·35	0·07	20,138	1·56	46·55	23,126	1·79	5·53	XLII
94,08,260	116·26	2·28	...	94,08,260	2·28	14·40	53,65,638	1·30	57·03	40,42,622	0·98	3·28	XLIII
92,18,001	168·93	2·62	...	92,18,001	2·62	14·11	48,86,113	1·39	53·01	43,31,888	1·23	5·61	XLVI
2,66,082	94·78	2·09	...	2,66,082	2·09	0·41	1,54,586	1·21	58 10	1,11,496	0·88	4·47	XLVII
9,90,640	63·25	2·48	...	9,90,640	2·48	1·52	9,18,426	2·30	92·71	72,214	0·18	0·20	XLVIII
86,55,019	187·51	3·08	21,385	86,76,404	3·09	13·28	47,93,729	1·71	55·25	38,82,675	1·38	4·97	XLIX
5,24,67,577	158·78	2·91	6,03,258	5,30,70,835	2·94	81·25	2,73,72,740	1·51	51·58	2,56,98,095	1·43	5·07	
													L
48,44,868	194·84	3·34	4,71,183	53,16,051	3·66	8·14	22,56,334	1·55	42·44	30,59,717	2·11	7·48	
5,10,793	114·33	2·43	...	5,10,793	2·43	0·78	2,85,636	1·36	55 92	2,25,157	1·07	3·34	
53,55,661	182·57	3·22	4,71,183	58,26,844	3·51	8·92	25,41,970	1·53	43·63	32,84,874	1·98	6·89	
30,320	121·73	2·26	...	30,320	2·26	0·05	19,168	1·43	63·22	11,152	0·83	3 87	LIII
12,51,092	86·14	2·65	...	12,51,092	2 65	1·92	7,42,997	1·58	59·39	5,08,095	1·07	4·45	LIV
2,73,662	144·58	4·16	12,745	2,86,407	4·66	0·44	1,41,118	2·30	49 27	1,45,289	2 36	5·63	LV
7,87,359	195·37	3·74	...	7,87,359	3·74	1 21	5,40,609	2·57	68·66	2,46,750	1·17	3·41	LVI
...	...	...	...	...	...	...	...	...	...	...	...	...	LVII
69,068	45·91	2·73	...	69,068	2·73	0·11	32,404	1·28	46·92	36,664	1·45	1·91	LVIII
24,11,501	108·62	3·08	12,745	24,24,246	3·10	3·73	14,76,296	1·89	60·90	9,47,950	1·21	4·01	
3,39,125	70·41	3·34	...	3,39,125	3·34	0·52	1,57,967	1·56	46·58	1,81,158	1·78	5·55	LXIII
3,39,125	70·41	3·34	...	3,39,125	3·34	0·52	1,57,967	1·56	46·58	1,81,158	1·78	5·55	
11,22,658	67·36	3·38	...	11,22,658	3·38	1·72	3,77,859	1·14	33·66	7,44,799	2·24	11·52	LXIX
1,17,010	51·73	2·37	...	1,17,010	2·37	0·18	51,506	1·04	44·02	65,504	1·33	6·73	
1,23,175	39·22	2·69	...	1,23,175	2·69	0 19	80,294	1·76	65·19	42,881	0·93	2·68	LXX
20,26,893	102·66	3·45	...	20,26,893	3·45	3·10	11,23,092	1·91	55·41	9,03,801	1·54	4·77	LXXI
84,476	40·77	2·80	...	84,476	2·80	0 12	55,522	1 84	65·73	28,954	0·96	1·28	LXXIII
34,74,212	79·17	3·33	...	34,74,212	3·33	5·31	16,88,273	1·62	48·59	17,85,939	1·71	5·86	
1,45,648	54·92	2·85	(*f*) 34,074	1,79,722	3·52	0·27	3,40,507	6·66	189·46	—*1,60,785*	—*3 14*	...	LXXVI
1,45,648	54·92	2·85	*f*)34,07[illegible]	1,79,722	3·52	0·27	3,40,507	6·66	189·46	—*1,60,785*	—*3 14*	...	
6,41,93,724	148·14	2·96	1,21,260	6,53,14,984	3·01	100·00	3,35,77,753	1·55	51 41	3,17,37,231	1·46	5·05	

* See also statements Nos. 26 and 33.
† See also statements Nos. 26 and 34.
‡ See also statements 23 and 26 and paragraph 9 of Chapter VIII.
§ See also statement No. 26.
‖ See also statements Nos. 26 and 37.

STATEMENT

Working expenses in detail on the standard and metre

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, chapter ix).	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAF
			Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
	STANDARD GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.											
I	EAST INDIAN (*a*)	1,738·16	44,43,728	0·36	7·55	48,88,105	0·39	8·31	17,61,967	0·14	3·00	36,41,618
II	BENGAL CENTRAL	125·01	1,57,325	0·39	13·82	1,40,679	0·35	12·36	21,944	0·05	1·93	1,24,258
III	BENGAL-NÁGPUR	862·33	8,06,169	0·45	13·00	8,96,073	0·50	14·45	2,74,484	0·15	4·43	5,51,905
IV	INDIAN MIDLAND (*c*)	944·82	6,65,481	0·38	10·32	12,84,614	0·73	19·92	2,93,722	0·17	4·56	5,26,270
VI	GODHRA-RUTLAM-NÁGDÁ	140·91	2,29,087	0·69	21·34	3,27,551	0·98	30·51	48,152	0·15	4·49	91,851
VII	WARDHA COAL	(44·88)	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMÁD	(145·44)	...	...	...	...	...	...	...	...	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE)	(21·47)	(*d*) 24,163	...	...	...	...	...	...	...	...	...
	TOTAL	3,811·23	63,25,953	0·36	8·41	75,37,022	0·43	10·01	24,00,269	0·14	3·19	49,35,902
	State lines worked by the state.											
XI	NORTH WESTERN (*e*)	2,813·13	58,40,579	0·67	17·74	65,00,669	0·74	19·74	11,48,362	0·13	3·49	27,28,034
XII	HYDERABAD-SHADIPALLI	58·91	53,437	0·75	26·04	46,905	0·66 (*h*)	22·86	14,311	0·20 (*h*)	6·97	18,337
XIII	OUDH AND ROHILKHAND (*g*)	878·09	13,39,542	0·56	15·73	13,67,833	0·60	16·06	6,96,152	0·30	8·18	7,88,303
XIV	EASTERN BENGAL	252·62	7,64,011	0·37	8·55	11,54,436	0·57	12·92	2,64,236	0·13	2·96	9,55,255
XV	CALCUTTA PORT COMMISSIONERS'	8·53	35,005	(*j*)	8·89	44,117	(*j*)	11·21	22,003	(*j*)	5·85	1,17,756
XVI	EAST COAST	534·03	4,22,486	0·42	14·79	7,05,934	0·69	24·71	1,04,210	0·10	3·65	3,35,808
	TOTAL	4,545·31	84,55,060	0·59	15·70	98,19,894	0·69	18·24	22,50,274	0·16	4·18	49,13,493
	Lines worked by guaranteed companies.											
XVIII	GREAT INDIAN PENINSULA (*k*)	1,491·31	46,07,997	0·51	16 21	69,75,582	0·77	24·53	22,98,506	0·25	8 08	29,58,232
XIX	BOMBAY, BARODA AND CENTRAL INDIA	460·90	26,82,241	1·10	18·81	24,36,842	1·00	17·09	9,22,292	0·38	6·46	9,81,110
XX	MADRAS (*l*)	857·68	12,90,151	0·49	10·09	21,70,119	0·82	18·49	6,15,806	0·23	5·25	8,45,557
	TOTAL	2,809·89	85,80,389	0·60	15·76	1,15,82,543	0·82	21·28	38,36,604	0·27	7·05	47,84,899
	Assisted companies.											
XXI	DELHI-UMBALLA-KALKA	162·24							Details included			with
XXII	TARKESSUR	22·23	23,383	0·38	7·48	25,088	0·40	8·02	9,169	0·15	2·93	18,836
XXIII	SOUTHERN PUNJAB (DELHI SAMÁSATA)	56·96	...	...	...	27,378	0·49	26·41	8,353	0·15	8·06	10,703
	TOTAL	241·43	23,383	0·20	5·62	52,466	0·44	12·60	17,522	0·15	4·21	29,539
	Lines owned by native states and worked by companies.											
XXVIII	AMRÁOTI	(5·44)	...	...	...	...	...	...	...	...	...	...
XXXII	THE NIZAM'S GUARANTEED STATE (*m*)	354·70	5,54,858	0·61	14·69	4,75,280	0·52	12·58	1,18,379	0·13	3·13	2,65,724
XXXIII	NÁGDÁ-UJJAIN	34·67	19,589	0·31	18·72	18,636	0 29	17·81	6,205	0·10	5·93	7,205
XXXIV	THE GAEKWAR'S PETLÁD	13·35	7,564	0·39	11·68	11,140	0·58	17·21	4,348	0·22	6·72	4,496
	TOTAL	402·72	5,82,011	0·59	14·74	5,05,056	0·51	12·80	1,28,932	0·13	3·27	2,77,425
	Lines owned by native states and worked by state railway agency.											
XXXVI	RÁJPURA-BHÁTINDA	107 94	1,11,045	0·57	15·93	1,38,298	0·72	19·84	42,202	0·22	6·06	54,085
	TOTAL	107·94	1,11,045	0·57	15·93	1,38,298	0·72	19·84	42,202	0·22	6·06	54,085
	TOTAL STANDARD GAUGE (*o*)	11,918·52	2,40,77,841	0·51	12·73	2,96,35,279	0·63	15·67	86,75,803	0·18	4·59	1,50,25,343

(*a*) Including the Delhi-Umballa-Kalka railway in the case of details as they are not given separately in the accounts.
(*b*) Excluding the working expenses of the Delhi-Umballa-Kalka railway (Rs. 7,55,193) which are shown separately against that railway to arrive at net earnings of that line.
(*c*) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
(*d*) Expenditure incurred direct by the State.
(*e*) Including the Jammu and Kashmir railway (Native state section).
(*f*) Including Rs. 10,246 on account of rent of leased line.
(*g*) Including the Cawnpore-Burhwal railway (metre gauge link) except where otherwise stated.
(*h*) Oudh and Rohilkhand State railway only.
(*i*) Calculated on the Oudh and Rohilkand State railway train-mileage and the total working expenses *minus* Rs. 78,053 paid to the Bengal and North-Western and Rohilkund and Kumaon railways on account of their share of the Cawnpore-Burhwal railway (metre gauge link) earnings.
(*j*) Train-mileage not recorded.
N.B.—The mileages shown within brackets are not included in the totals, as they are included with the mileages of the home lines.

No. 37.

gauge railways during the year ending with the 31st December 1897.

FIG.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS, INCLUDING RENT OF LEASED LINES AND CONTRIBUTION TO THE PROVIDENT FUND.			TOTAL.			Classification No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount. *	Per train-mile. *	Per cent. on gross earnings. †	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0·29	6·19	19,16,249	0·15	3·26	1,50,511	0·01	0·25	12,87,568	0·10	2·19	(b) 1,73,34,553	1·38	29·47	I
0·31	10·92	1,16,733	0·29	10·26	...	...	...	87,574	0·21	7·69	6,48,513	1·60	56·98	II
0·31	8·20	5,54,834	0·31	8·95	...	...	...	1,37,285	0·07	2·21	32,20,750	1·79	51·94	III
0·30	8·16	5,18,078	0·29	8·03	...	...	...	3,21,533	0·18	4·99	36,09,698	2·05	55·98	IV
0·28	8·56	70,669	0·21	6·58	...	...	...	5,788	0·02	0·54	7,73,098	2·33	72·02	VI
...	...	(d) 1,350	...	...	...	...	...	...	...	...	(d) 1,350	...	...	VII
...	...	(d) 12,304	...	...	...	...	...	...	...	...	(d) 12,304	...	...	VIII
...	...	...	...	...	...	...	...	...	...	...	(d) 24,163	...	...	IX
0·28	6·56	31,90,217	0·18	4·24	1,50,511	0·01	0·20	18,39,748	0·11	2·44	2,56,24,429	1·52	34·72	
0·31	8·28	12,55,024	0·14	3·81	44,525	0·01	0·14	(f) 3,99,923	0·04	1·21	1,79,17,116	2·04	54·41	XI
0·26	8·94	9,907	0·14	4·82	...	...	...	2,872	0·04	1·40	1,45,769	2·05	71·04	XII
0·33	9·26	4,17,646	0·17	4·90	...	...	...	2,09,601	0·09	2·46	48,19,077	(i) 2·06	56·59	XIII
0·47	10·69	3,61,208	0·18	4·04	1,19,137	0·06	1·34	5,34,987	0·26	5·98	41,53,270	2·04	46·48	XIV
(j)	29·93	15,568	(j)	3·95	...	...	...	9,371	(j)	2·38	2,44,820	(j)	62·21	XV
0 33	11·75	2,89,222	0·28	10·12	1,04,454	0·10	3·66	26,204	0·03	0·91	19,88,318	1·95	69·59	XVI
0·34	9·18	23,48,575	0·16	4·36	2,68,116	0·01	0·50	11,82,958	0·08	2·20	2,92,68 370	2·03	54·36	
0·32	10·41	13,43,864	0·15	4·73	...	...	...	8,53,824	0·09	3·00	1,90,38,005	2·09	66·96	XVIII
0·40	6·88	5,72,090	0·24	4·01	...	...	...	1,96,516	0·08	1·38	77,91,091	3·20	54·63	XIX
0·31	7·21	5,80,836	0·22	4·95	...	...	...	1,19,599	0·05	1·01	56,22,068	2·12	47·90	XX
0·34	8·79	24,96,790	0·18	4·59	...	...	...	11,69,939	0·08	2·15	3,24,51,164	2·29	59 62	
the East Indian railway			...	...	...	..	...	...	...	...	7,55,193	1·30	48·00	XXI
0·30	6·03	10,697	0·17	3·42	...	...	...	62,921	1·01	20·13	1,50,094	2 41	48·01	XXII
0·19	10·33	5,783	0·10	5·58	...	...	...	1,676	0·03	1·62	53,893	0·96	52·00	XXIII
0·25	7·09	16,480	0·14	3·96	...	...	...	64,597	0·54	15·52	9,59,180	1·37	48·21	
...	...	(d) 885	...	...	...	...	...	...	...	...	(d) 885	...	...	XXVIII
0·29	7·04	2,93,146	0·32	7·76	...	...	...	(n) 1,30,998	0·15	3·47	18,38,385	2 02	48·67	XXXII
0·11	6·89	4,320	0·07	4·13	...	...	...	928	0·01	0·88	56,883	0·89	54·36	XXXIII
0·23	6·95	2,619	0·14	4·04	...	...	...	624	0 03	0·96	30,791	1·59	47·56	XXXIV
0·28	7·03	3,00,970	0·30	7·60	...	...	...	1,32,550	0·13	3·36	19,26,944	1·94	48·80	
0·28	7·76	29,208	0·15	4·19	...	...	...	8,471	0·04	1·22	3,83,309	1·98	55 00	XXXVI
0·28	7·76	29,208	0·15	4·19	...	...	...	8,471	0·04	1·22	3,83,309	1·98	55 00	
0·32	7·95	83,82,240	0·18	4·43	4,18,627	0·01	0·22	43,98,263	0·09	2·33	9,06,13,396	1·92	47·92	

(k) Including the Wardha-Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways, but excluding the charges incurred direct by the State.
(l) Including the Madras-Ennúr section (Bezwada-Madras) and the Kolar Gold-fields railway.
(m) Including the Bezwada extension (East Coast State).
(n) Including Rs. 80,808 on account of rent of leased line.
(o) Including the Cawnpore-Burhwal railway (metre gauge) link).
* See also statements Nos. 26 and 36.
† See also statements Nos. 26 and 36 and paragraph 9 of Chapter VIII.

STATEMENT

Working expenses in detail on the standard and metre gauge railways

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, chapter ix).	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAF
			Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earn. ings.	Amount.
	METRE GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.											
XXXIX	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION . . . COMPANY'S SECTION . .	815·66	7,27,446	0·35	12·14	5,26,551	0·26	8·78	1,57,792	0·08	2·64	4,62,796
XLI	RAJPUTANA-MALWA . . .	1,673·94	18,95,430	0·38	10·26	30,76,180	0·61	16·65	8,30,259	0·17	4·49	15,17,069
XLII	PÁLANPUR-DEESA	17·28	4,432	0·34	10·25	7,208	0·56	16·66	1,939	0·15	4·48	3,546
XLIII	SOUTHERN MAHRATTA (*a*) . .	1,556·20	11,92,892	0·29	12·68	19,07,538	0·46	20·28	3,86,627	0·09	4·11	9,05,191
XLVI	SOUTH INDIAN (*b*)	1,049·39	11,33,335	0·32	12·30	17,22,724	0·49	18·69	5,05,948	0·14	5·49	8,26,410
XLVII	MÁYAVARAM-MUTUPET . . .	53·99	32,780	0 26	12·32	49,814	0·39	18·72	14,620	0·11	5·50	23,896
XLVIII	ASSAM-BENGAL (*c*)	301·18	2,55,879	0·64	25·83	2,08,796	0·52	21·08	24,091	0·06	2·43	1,67,580
XLIX	BURMA	887·00	12,44,879	0·44	14·35	15,34,346	0·55	17·68	3,93,199	0·14	4·53	8,83,553
	TOTAL .	6,354 64	64,87,073	0·36	12·22	90,33,157	0·50	17·02	23,14,475	0·13	4·36	47,90,041
	State line worked by the State.											
L	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·20	5,42,347	0·37	10·20	5,09,827	0·35	9·59	1,56,228	0·11	2·94	4,15,316
	DACCA SECTION . . .	85·92	88,537	0·42	17·33	73,462	0·35	14·38	19,661	0·09	3·85	72,175
	TOTAL .	564·12	6,30,884	0·38	10·82	5,83,289	0·35	10·01	1,75,889	0·11	3 02	4,87,491
	Assisted companies.											
LIII	DEOGHUR	4·79	4,186	0·31	13·81	6,209	0·46	20·48	696	0·05	2·29	5,231
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*d*) . . .	279·32	1,74,672	0·37	13·96	1,49,689	0·32	11·97	43,866	0·09	3·51	1,22,008
LV	BENGAL DOOARS	36·40	26,757	0·43	9·34	25,556	0·42	8·92	3,524	0·06	1·23	30,007
LVI	DIBRU-SADIYA	77·50	2,68,582	1·28	34·11	89,264	0·42	11·34	48,740	0·23	6·19	52,404
LVII	LEDO AND TIKAK-MARGHERITA .	Information not available			...	...	...	...	...	...	...	...
LVIII	AHMEDABAD-PARÁNTÍJ . . .	28·93	7,144	0·28	10·34	11,468	0·45	16·60	3,148	0·12	4·56	5,730
	TOTAL .	426·94	4,81,341	0·62	19·86	2,82,186	0·36	11·64	99,974	0·13	4·12	2,15,380
	Line owned by native state and worked by company.											
LXIII	THE GAEKWAR'S MEHSÁNA . .	92·63	34,772	0·34	10·25	56,481	0·56	16 66	15,223	0·15	4·49	27,826
	TOTAL .	92·63	34,772	0·34	10·25	56,481	0·56	16·66	15,223	0·15	4·49	27,826
	Lines owned and worked by native states.											
LXIX	JODHPORE-BICKANEER— JODHPORE SECTION . . .	320·50	80,689	0·24	7·19	1,57,302	0·47	14·01	22,622	0·07	2·01	64,875
	BICKANEER SECTION . .	43·50	10,605	0·21	9·06	22,691	0·46	19·39	3,183	0·06	2·72	8,718
LXX	OODEYPORE-CHITOR . . .	60·39	35,511	0·78	28·83	20,507	0·45	16·65	5,540	0·12	4·50	10,120
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*e*) . . .	379·69	2,72,952	0·46	13·47	3,40,392	0·59	16·79	62,804	0·11	3·10	2,12,910
LXXIII	JÁMNAGAR	39·85	12,797	0·42	15·15	14,633	0·48	17·32	2,928	0·10	3·47	8,029
	TOTAL .	843·93	4,12,554	0·40	11·87	5,55,525	0·53	15·99	97,077	0·10	2·79	3,04,652
	Foreign line.											
LXXVI	WEST OF INDIA PORTUGUESE .	51·11	53,704	1·05	29·88	76,147	1·49	42·37	16,783	0·33	9 33	51,330
	TOTAL .	51·11	53,704	1·05	29·88	76,147	1·49	42·37	16,783	0·33	9·33	51,330
	TOTAL METRE GAUGE (*g*) .	8,333·37	81,00,328	0·37	12·40	1,05,86,785	0·49	16·21	27,13,421	0·13	4·16	58,76,720

(*a*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
(*b*) Including the Pondicherry railway.
(*c*) See foot-note (*g*), statement No. 26, page 119.
(*d*) Including the Lucknow-Bareilly section.
(*e*) Including the Jetalsar-Rájkot railway.
(*f*) Harbour charges.
(*g*) Excluding the Cawnpore-Burhwal railway (metre gauge link) which is included with the standard gauge.

No. 37—*concld.*

during the year ending with the 31st December 1897—concld.

PIC.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS, INCLUDING RENT OF LEASED LINES AND CONTRIBUTION TO THE PROVIDENT FUND.			TOTAL.			Classification No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile. *	Per cent. on gross earnings. †	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0·23	7·72	3,85,551	0·19	6·44	2,21,525	0·11	3·69	1,42,512	0·07	2·37	26,24,173	1 29	43·78	XXXIX
0·30	8·21	11,24,045	0·23	6·09	...	...	...	1,66,954	0·03	0·90	86,09,937	1·72	46·60	XLI
0·28	8·20	2,622	0·20	6·06	...	...	...	391	0·03	0·90	20,138	1·56	46 55	XLII
0·22	9·62	8,62,181	0·21	9·16	...	...	...	1,11,209	0·03	1·18	53,65,638	1·30	57·03	XLIII
0·24	8·97	6,22,479	0·18	6·75	...	...	...	75,217	0·02	0·81	48,86,113	1·39	53·01	XLVI
0·19	8·98	17,996	0·14	6·76	...	...	...	15,480	0·12	5·82	1,54,586	1·21	58·10	XLVII
0·42	16·91	2,48,721	0·62	25·11	...	...	...	13,359	0·04	1·35	9,18,426	2·30	92·71	XLVIII
0·31	10·18	6,06,310	0·22	6·99	41,312	0·01	0·48	90,130	0·04	1·04	47,93,729	1·71	55·25	XLIX
0·27	9·03	38,69,905	0·21	7·29	2,62,837	0·01	0·50	6,15,252	0·03	1·16	2,73,72,740	1·51	51·58	
0·29	7·81	2,34,934	0·16	4·42	3,23,319	0·22	6·08	74,363	0·05	1·40	22,56,334	1·55	42·44	L
0·35	14·13	22,969	0 11	4·50	...	...	...	8,832	0·04	1·73	2,85,636	1·36	55 92	
0·29	8·37	2,57,903	0·16	4·43	3,23,319	0·19	5·55	83,195	0·05	1·43	25,41,970	1·53	43·63	
0·39	17·25	2,467	0·19	8·14	...	...	...	379	0·03	1·25	19,168	1·43	63·22	LIII
0·26	9·75	1,43,619	0·30	11·48	...	...	...	1,09,143	0·24	8·72	7,42,997	1·58	59·39	LIV
0 49	10·48	31,320	0·51	10·94	21,746	0·35	7·59	2,208	0·04	0·77	1,41,118	2·30	49·27	LV
0·25	6·66	80,189	0·38	10·18	...	...	...	1,430	0·01	0·18	5,40,609	2·57	68·66	LVI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	LVII
0·23	8·30	4,294	0·17	6·22	...	...	...	620	0·03	0·90	32,404	1·28	46·92	LVIII
0·27	8·89	2,61,889	0·33	10·80	21,746	0·03	0·90	1,13,780	0·15	4·69	14,76,296	1·89	60·90	
0·28	8·21	20,599	0·20	6·07	...	...	...	3,066	0·03	0·90	1,57,967	1·56	46 58	LXIII
0·28	8·21	20,599	0·20	6·07	...	...	...	3,066	0·03	0·90	1,57,967	1·56	46·58	
0·20	5·79	35,926	0·11	3·20	...	...	...	16,445	0·05	1·46	3,77,859	1·14	33·66	LXIX
0·18	7·45	4,877	0·10	4·17	...	...	...	1,432	0 03	1·23	51,506	1·04	44·02	
0·22	8·22	7,503	0·16	6·09	...	...	...	1,113	0·03	0 90	80,294	1·76	65·19	LXX
0 36	10·50	1,95,384	0·33	9·64	...	...	...	38,650	0·06	1·91	11,23,092	1·91	55·41	LXXI
0·27	9·51	9,954	0·33	11·78	...	...	...	7,181	0·24	8·50	55,522	1·84	65·73	LXXIII
0 29	8·77	2,53,644	0·24	7·30	...	...	...	64,821	0·06	1·87	16,88,273	1·62	48·59	
1·00	28·56	98,877	1·93	55·02	(*f*) 36,157	0·71	20·12	7,509	0·15	4·18	3,40,507	6·66	189·46	LXXVI
1·00	28·56	98,877	1·93	55·02	(*f*)36,157	0·71	20·12	7,509	0·15	4·18	3,40,507	6·66	189·46	
0·27	9·00	47,62,817	0·22	7·29	6,44,059	0·03	0·99	8,87,623	0·04	1·36	3,35,77,753	1·55	51·41	

* See also statements Nos. 26 and 36.
† See also statements Nos. 26 and 36, and paragraph 9 of chapter VIII.

STATEMENT

Statistics of working of the special gauge railways

Classification No.	Railway.	Mileage open on the 31st December 1897 (from statement No. 32).	Mean mileage worked (from statement No. 32).	Train-mileage.	Total capital outlay on open line to the 31st December 1897, including steam-boat service and suspense (from statement No. 22).	Average cost per mile open, exclusive of steam-boat service and suspense (from statement No. 22).	Total cost of rolling-stock on open line on the 31st December 1897.	Cost of rolling-stock per mile open.	Total number of passengers carried.	Total tonnage of goods lifted, including live-stock.	Gross	
											Coaching.	Goods.
		Miles.	Miles.	Train-miles.	Rs.	Rs.	Rs.	Rs.	No.	Tons.	Rs.	Rs.
	2′ 6″ GAUGE.											
	Assisted company.											
LXXXII	Bársi Light . .	...	...	...	...	Information not received.			...	...	...	...
	Lines owned by native states and worked by companies.											
LXXXIII	The Gaekwar's Dabhoi.	78·80	75·26	92,318	20,91,430	26,163	2,80,276	3,557	379,372	60,581	1,11,787	1,05,853
LXXXIV	Rajpipla* . . .	19·03	9·59	9,059	7,14,187	37,414	1,16,198	6,106	16,289	2,963	3,578	2,017
	Line owned by native state and worked by state railway agency.											
LXXXVI	Cooch Behar . . .	22·12	22·12	22,740	7,71,764	33,678	1,39,828	6,321	62,492	14,607	23,243	35,078
	Line owned and worked by native state.											
LXXXVII	Morvi	94·36	94·36	172,870	24,76,757	25,590	3,87,895	4,111	311,016	35,322	2,50,023	1,30,109
	Total 2′ 6″ gauge .	214·31	201·33	2,96,987	60,54,138	27,686	9,24,197	4,312	769,169	113,473	3,88,631	2,73,057
	2′ 0″ GAUGE.											
	State line worked by the State.											
LXXX	Jorhát	28·25	26·64	31,298	9,02,416	30,125	1,94,449	6,883	57,230	22,388	10,419	84,949
	Assisted company.											
LXXXI	Darjeeling-Himalayan	51·00	51 00	1,64,377	33,15,454	62,589	5,36,985	10,529	61,899	31,668	2,90,336	4,43,332
	Total 2′ 0″ gauge .	79·25	77·64	195,675	42,17,870	51,017	7,31,434	9,229	119,129	54,056	3,00,755	5,28,281
	GRAND TOTAL SPECIAL GAUGE RAILWAYS . . .	293·56	278·97	492,662	1,02,72,008	33,984	16,55,631	5,640	888,298	167,529	6,89,386	8,01,338

* Opened for traffic from the 1st July 1897.

No. 37-A.

during the year ending with the 31st December 1897.

EARNINGS.				WORKING EXPENSES.									NET EARNINGS.			
Sundries, including electric telegraph and steam-boat.	Total.	Per mean mile worked per week.	Per train-mile.	Maintenance of way, works and stations.	Locomotive.	Carriage and wagon.	Traffic.	General.	Steam-boat and Special and miscellaneous, including contribution to the Provident Fund.	Total.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line.	Classification No.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	LXXXII
3,261	2,20,901	56	2·39	49,816	53,349	28,943	20,643	14,427	2,774	1,69,952	1·84	76·94	50,949	0·55	2·44	LXXXIII
110	5,705	11	0·63	3,426	3,560	1,150	2,984	1,119	...	12,239	1·35	214·53	—6,534	...	...	LXXXIV
5,940	64,261	51	2·83	9,975	5,230	1,716	9,557	2,303	136	28,917	1·27	45·00	35,344	1·56	4·58	LXXXVI
47,351	4,27,483	87	2·47	42,147	77,702	11,548	44,318	36,800	3,327	2,15,842	1·25	50·49	2,11,641	1·22	8·55	LXXXVII
56,662	7,18,350	69	2·42	1,05,364	1,39,841	43,357	77,502	54,649	6,237	4,26,950	1·44	59·43	2,91,400	0·98	4·81	
818	96,186	69	3·07	23,314	19,950	4,142	23,195	10,753	707	82,061	2·62	85·32	14,125	0·45	1·57	LXXX
10,595	7,44,263	28	4·53	79,403	1,28,553	46,762	59,803	73,880	23,070	4,11,471	2·50	55·28	3,32,792	2·03	10·04	LXXXI
11,413	8,40,449	208	4·30	1,02,717	1,48,503	50,904	82,998	84,633	23,777	4,93,532	2·52	58·72	3,46,917	1·78	8·22	
68,075	15,58,799	107	3·16	2,08,081	2,88,344	94,261	1,60,500	1,39,282	30,014	9,20,482	1·87	59·05	6,38,317	1·29	6·21	

STATEMENT

General results of working the special

Classification No.	RAILWAY.	GROSS EARNINGS, INCLUDING STEAM-BOAT.				
		1893	1894.	1895.	1896.	1897.
	2′ 6″ GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.
	Assisted company.					
LXXXII	BÁRSI LIGHT	Information not received.			...	...
	Lines, owned by native states and worked by companies.					
LXXXIII	THE GAEKWAR'S DABHOI	2,52,106	2,40,315	2,34,473	2 58,788	2,20,901
LXXXIV	RAJPIPLA*	...	...	...	...	5,705
	Line owned by native state and worked by state railway agency.					
LXXXVI	COOCH BEHAR†	...	40,280	53,174	70,128	64,261
	Line owned and worked by native state.					
LXXXVII	MORVI	3,22,818	3,20,348	3,69,972	3,86,883	4,27,483
	TOTAL 2′ 6″ GAUGE	5,74,924	6,00,943	6,57,619	7,15,799	7,18,350
	2′ 0″ GAUGE.					
	State line worked by the State.					
LXXX	JORHÁT	69,810	71,933	84,696	89,996	96,186
	Assisted company.					
LXXXI	DARJEELING-HIMALAYAN	6,34,181	6,36,284	7,39,618	7,81,593	7,44,263
	TOTAL 2′ 0″ GAUGE	7,03,991	7,08,217	8,24,314	8,71,589	8,40,449
	GRAND TOTAL SPECIAL GAUGE RAILWAYS	12,78,915	13,09,160	14,81,933	15,87,388	15,58,799

		MEAN MILEAGE WORKED.				
		1893.	1894.	1895.	1896.	1897.
	2′ 6″ GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.
	Assisted company.					
LXXXII	BÁRSI LIGHT	Information not received.			...	...
	Lines owned by native states and worked by companies.					
LXXXIII	THE GAEKWAR'S DABHOI	71·66	71·66	71·66	71·66	75·26
LXXXIV	RAJPIPLA*	...	...	...	...	9·59
	Line owned by native state and worked by state railway agency.					
LXXXVI	COOCH BEHAR†	...	22·12	22·12	22·12	22·12
	Line owned and worked by native state.					
LXXXVII	MORVI	94·00	94·24	94·36	94·36	94·36
	TOTAL 2′ 6″ GAUGE	165·66	188·02	188·14	188·14	201·33
	2′ 0″ GAUGE.					
	State line worked by the State.					
LXXX	JORHÁT	25·72	25·83	26·64	26·78	26·64
	Assisted company.					
LXXXI	DARJEELING-HIMALAYAN	51·00	51·00	51·00	51·00	51·00
	TOTAL 2′ 0″ GAUGE	76·72	76·83	77·64	77·78	77·64
	GRAND TOTAL SPECIAL GAUGE RAILWAYS	242 38	264·85	265·78	265·92	278·97

* Opened for traffic from the 1st
† This line was open for goods

No. 37-B.

gauge railways during 1893 to 1897.

WORKING EXPENSES, INCLUDING STEAM-BOAT.					NET EARNINGS, INCLUDING STEAM-BOAT.					Classification No.
1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
...	...	...	...	...	...	...	...	...	...	LXXXII
1,19,599	1,44,887	1,37,709	1,33,130	1,69,952	1,32,507	95,428	96,764	1,25,658	50,949	LXXXIII
...	...	...	...	12,289	...	...	...	...	—6,534	LXXXIV
...	31,704	33,974	31,558	28,917	...	8,576	19,200	38,570	35,344	LXXXVI
1,77,086	1,77,681	1,69,845	2,05,262	2,15,842	1,45,732	1,42,667	2,00,127	1,81,621	2,11,641	LXXXVII
2,96,685	3,54,272	3,41,528	3,69,950	4,26,950	2,78,239	2,48,671	3,16,091	3,45,849	2,91,400	
55,373	60,732	65,976	76,252	82,061	14,437	11,201	18,720	13,744	14,125	LXXX
3,48,531	3,77,125	3,80,249	4,23,669	4,11,471	2,85,650	2,59,159	3,59,369	3,57,934	3,32,792	LXXXI
4,03,904	4,37,857	4,46,225	4,99,921	4,93,532	3,00,087	2,70,360	3,78,089	3,71,668	3,46,917	
7,00,589	7,92,129	7,87,753	8,69,871	9,20,482	5,78,326	5,17,031	6,94,180	7,17,517	6,38,317	

PERCENTAGE OF WORKING EXPENSES ON GROSS EARNINGS.					PERCENTAGE, OF NET EARNINGS ON TOTAL CAPITAL OUTLAY ON OPEN LINE INCLUDING STEAM-BOAT AND SUSPENSE.					
1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.	
...	...	...	...	...	...	...	...	...	...	LXXXII
47·44	60·29	58·73	51·44	76·94	7·14	5·10	5·12	6·56	2·44	LXXXIII
...	...	...	...	214·58	...	...	...	...	...	LXXXIV
...	78·71	63·89	45·00	45·00	...	1·20	2·62	5·03	4·58	LXXXVI
54·86	55·46	45·91	53·06	50·49	6·76	6·42	8·34	7·62	8·55	LXXXVII
51·60	58·95	51·93	51·68	59·43	6·96	5·13	6·29	6·83	4·81	
79·32	84·43	77 90	84·73	85·32	1·81	1·37	2·26	1·59	1·57	LXXX
54·96	59·27	51 41	54·20	55·28	9·00	8·16	11·23	10·80	10·04	LXXXI
57 37	61·82	54·01	57·36	59·05	7·56	6·77	9·39	8·90	8·22	
54·78	60 51	53·16	54·80	59·05	7·25	5·87	7·67	7·76	6·21	

July 1897.
traffic only during a short period of 1893.

CHAPTER X.

Rates and fares.

N.B.—*In converting Indian money and weights into sterling currency and English weights, the rupee has been taken at 1s. 4d. and a ton as equivalent to 27·22 maunds.*

Reduction of rates for food-grains etc., on account of the famine.

In order to meet demands and to assist in supplies of food-grains being sent forward on account of the famine which prevailed in many parts of the country, the rates for grain and pulses were further reduced during the year by the East Indian, Bengal-Nágpur, Bengal and North-Western, Bombay, Baroda and Central India and the Oudh and Rohilkhand State railways.

The fare for famine coolies was reduced by the East Coast State railway.

As mhowa flower was freely used for consumption by people in the distressed districts, the rate on the Indian Midland railway in booking from Itársi and *viâ* to stations beyond Jhánsi and the Jhánsi-Cawnpore, Jhánsi-Agra and Jhánsi-Mánikpur sections, was reduced from the 1st January from 1st class to special A class; and special through rates from certain stations on the Bombay, Baroda and Central India railway to Dhárwár were also introduced to divert the traffic from the sea route to the direct rail route.

On the Southern Mahratta railway, the rate for cattle was specially reduced by 50 per cent.; and the rates for fodder were also reduced from the 1st February to the 10th August 1897.

Concession to European non-commissioned officers and men proceeding to the hills at their own expense.

2. In order to enable European non-commissioned officers and men of the British Army and their families, who are not detailed for transfer to the hills at Government expense, to proceed to the hills on furlough, the Government of India extended to them the concession of travelling on State railways with return tickets, at single fares available for six months. With the exception of the East Indian railway, all railway administrations have agreed to grant the concession with effect from the 1st January 1898.

Ordinary passenger fares and goods rates.

3. Statement No. 38 on pages 174 to 177 shows the ordinary passenger fares and goods rates in force on Indian railways on the 31st December 1897.

Alterations in rates and fares.

4. Particulars of the chief alterations made in coaching fares and goods rates during the calendar year under review are given below.

COACHING FARES.

East Indian Railway system (standard gauge).

5. From the 1st January, the charges for Government remounts were reduced from the Kidderpore Docks and from Howrah, Chitpore and Sealdah to *viâ* Gháziabad for Saháranpur, in order to equalise with the Oudh and Rohilkhand State railway route *viâ* Moghal Sarai.

From the 1st June, the limit of 7 months, previously allowed for return tickets for horses of native cavalry troopers, was extended to 8½ months to enable cavalry troopers to take advantage of the longer furlough sanctioned by Government.

From the 1st September, third class passengers travelling 200 miles and over were carried by the Punjab and Bombay mail trains at third class fares.

From the 1st October, the period for return tickets for horses in through booking was extended from 4 to 6 months.

Bengal Central Railway (standard gauge).

6. The intermediate and 3rd class fares between stations near Calcutta and stations near Ránághat were adjusted in competition with the Eastern Bengal State railway route.

The intermediate class ordinary return fare was raised from $1\frac{1}{3}$ to $1\frac{1}{2}$ times the single fare, to make the charge higher than for two single third class tickets.

North Western State Railway system (standard gauge).

7. From the 1st October, the running of third class carriages on mail trains from Ráwalpindi to Saháranpur was resumed.

Oudh and Rohilkhand State Railway (standard gauge).

8. From the 1st June, the limit of 7 months for which return tickets were issued for horses of native cavalry troopers when proceeding on or returning from furlough, was raised to $8\frac{1}{2}$ months.

Eastern Bengal State Railway system (standard, metre and special gauges).

9. From the 5th June, monthly suburban season tickets for bicycles were introduced for the convenience of season ticket holders at Rs. 5 (£0 6*s.* 8*d.*) per each bicycle at owner's risk.

East Coast State Railway (standard gauge).

10. From the 20th April, third class return journey tickets, available for 15 days, were issued from Barang to Puri at a fare and a half.

Madras Railway system (standard gauge).

11. From the 1st December, the rate for horses in horse-boxes on the Madras railway was assimilated to the rate in force on other railways, in accordance with conference regulations.

South Indian Railway system (metre gauge).

12. In order to encourage the pilgrim traffic to Kumbakónam for the Mahamagam festival which lasted from the 12th to 25th February inclusive, third class return tickets were issued at a reduction of $6\frac{1}{4}$ per cent. on the ordinary fare.

From the 1st July, the second class passenger rate was increased from 4 pies to 6 pies (0·333*d.* to 0 500*d.*) per mile.

Burma Railways (metre gauge).

13. From the 1st May, the third class fares by local trains between Rangoon and Insein, including intermediate stations, were reduced for the public, and from the 22nd August, for locomotive employés resident at Insein. The public fare of Re. 0-2-6 (2·500*d.*) between Rangoon and Insein was reduced to Re. 0-1-6 (1·500*d.*), and the intermediate station fares reduced in proportion. The fares on privilege return tickets for locomotive employés, available between Insein and any station between Insein and Rangoon inclusive, were reduced from Re. 0-2-6 (2·500*d.*) to Re. 0-1-6 (1·500*d.*).

From the 20th July, the minimum charge for a special train was reduced from Rs. 150 (£10-0-0) to Rs. 100 (£ 6 13*s.* 4*d.*)

From the 12th September, an intermediate class was introduced on the mail train between Mandalay and Rangoon. The fares were based on a sliding scale of $4\frac{1}{2}$ pies (0·375*d.*) for short distances, coming down to 3·17 pies (0·264*d.*) per mile between Rangcon and Mandalay.

GOODS RATES.

East Indian Railway system (standard gauge.)

14. From the 1st May, reduced rates were introduced for grass in wagon loads of 210 maunds from stations on the Bengal and North-Western railway to Howrah, Bally and Bhadreswar, in order to open out new fields for the supply of grass to the local mills for the manufacture of paper.

During the same month, the rate for country made soda carried for distances of 300 miles and over, was reduced from $\frac{1}{2}$ to $\frac{1}{4}$th pie per maund (1·134*d.*

to 0·567*d.* per ton) per mile, in order to assist a local industry started at Cawnpore.

From the 1st July, a rebate of 10 per cent. on tariff rates was introduced on loose cotton pressed by the railway company, in minimum wagon loads of 92 maunds, in order to induce traders to use the cotton-presses more freely and thus obtain better wagon loads.

From the 1st August, as an experimental measure, long timber, which is ordinarily charged for by measurement at $\frac{1}{3}$rd pie per maund (0·756*d.* per ton) per mile, when booked to Agra from stations on the Rohilkund and Kumaon railway, was charged on actual weight at $\frac{1}{4}$th pie per maund (0·567*d.* per ton) per mile.

From the 1st September, tin in sheets, previously charged at second class, was transferred to the special class, $\frac{1}{3}$rd pie per maund (0·756*d.* per ton) per mile, to encourage traffic.

From the 1st September, owing to the North Western State railway claiming full tariff rates between Ghâziabad and Saháranpur, class and special rates were reduced to and from *viâ* Ghâziabad, in order to maintain equal rates with the Oudh and Rohilkhand State railway route.

Bengal Central Railway (*standard gauge*).

15. From the 1st March, the ordinary rates for bamboos, onions and potatoes vegetables and tobacco were experimentally assimilated with those in force on neighbouring railways.

From the 1st June, the rates for kerosine oil were similarly adjusted classified rates being quoted for small lots, and lower rates for large lots, and the East Indian railway classification was adopted almost entirely from the 1st July. Through rates were quoted for jute to Howrah and Shalimar, equal to those to Chitpore, to encourage direct booking. The through rates to all stations for jute from Chandpur were reduced later on, in competition with outside direct steamers.

Coal in full wagons for stations Singia and above was charged 4 pies per maund (9·073*d.* per ton) per mile less than tariff rates, owing to river competition from Calcutta.

North Western State Railway system (*standard gauge*).

16. From the 10th November, a special rate of Rs. 0-13-5 per maund (30*s.* 5·202*d.* per ton) per mile was quoted for machinery (other than cotton-pressing machinery) including engines, boilers, etc., at owner's risk, subject to a minimum weight for charge of $\frac{2}{3}$rds carrying capacity of the vehicle used, when booked from Kurrachee or Kiámári to Delhi and *viâ*, to place Kurrachee on an equal footing with Howrah and Bombay.

From the 20th November, the wagon mile rates for short timber, sleepers and scantlings were revised; the basis of the new rates being the approximate quantity of sleepers, etc., which could be carried in North Western State railway covered wagons of different types. In view of the great facilities which exist in the Punjab for carrying sleepers, etc., by water, the new rates were introduced with the object of securing a larger proportion of this traffic to the railway than has been the case in the past.

Eastern Bengal State Railway system (*standard, metre and special gauges*).

17. From the 1st January, the jute rates were reduced from Náráyanganj and other Dacca section stations to Shámnagar, Kánkinára, Naihâti, Calcutta, Chitpore, etc., and remained in force up to the 14th July. This reduction was made to induce merchants to send their jute by railway instead of by direct steamers and flats, by which very low rates were obtainable. In the busy season, that is from the 15th July, enhanced rates were reverted to.

Owing to the completion of sidings to certain Jute and Paper mills at Tittaghur and Kánkinára an extra charge, as for one mile, in addition to the goods rates to and from the respective railway stations, was made. This charge took effect from the 20th May in local booking, and from the 1st July in through booking in respect to the Kánkinára Mill sidings, and from the 24th July in local and through booking in respect to the Mill sidings at Tittaghur.

From the 15th July, the A, B, C and D class rates, which were charged according to the Bengal Central railway classification of goods between *viâ* Dum-Dum Junction and Calcutta, Chitpore and *viâ*, or the Kidderpore Docks, were cancelled, and the classified rates according to the Eastern Bengal State railway classification of goods were substituted in through booking with the Bengal Central railway, and *viâ*, to conform to changes made on that railway.

East Coast State Railway (standard gauge).

18. During the year, alterations in rates were brought into force for the carriage of bricks, tiles, stone, ballast, cement, chalk, gravel, kunkur, lime, sand, and chunam, in full wagon loads, and of food-grains, seeds, jaggree and bones in bags, bamboos, kerosine oil, twist or yarn of cotton, betelnut, tamarind, turmeric, hemp, myrabolams, gunnies and bags.

Great Indian Peninsula Railway system (standard gauge).

19. From the 1st July in local booking, and from the 1st August in through booking, special rates were quoted for certain descriptions of goods between Bombay and Jubbulpur and Nágpur and *viâ* Nágpur for certain stations on the Bengal-Nágpur railway, to equalise the Bombay and Howrah rates. Special rates were also quoted for certain descriptions of goods to and from Bombay and *viâ* Wádi for certain stations on the Nizam's Guaranteed State railway, to equalise the Bombay and Madras rates.

Southern Mahratta Railway system (metre gauge).

20. From the 1st January, special rates were quoted for jaggree, ground-nuts, ground-nut seeds, tobacco, tobacco dust, jute and chillies from Kolhápur to Bombay (for Niphani traffic), to divert the traffic from the Chiploon route.

From the 1st April, special rates were quoted for salt from *viâ* Dádar to all the Southern Mahratta railway stations for the traffic from the Bombay, Baroda and Central India railway stations, to divert the traffic from the Pattimar route.

From the 1st November, a special rate of Re. 0-3-0 per maund (6*s.* 9·660*d.* per ton) per mile was quoted for grain and seeds between Bangalore and *viâ* Guntakal (for traffic to Ráichúr and *viâ*), to induce the traffic to follow the shortest route.

South Indian Railway system (metre gauge).

21. The through booking of grain from stations in the Tanjore district to Colombo and stations on the Ceylon Government railways was introduced, with a view of diverting the traffic from the longer sea route.

Burma Railways (metre gauge).

22. During the year, several important alterations in rates were brought into force, especially in those relating to the carriage of timber, betelnuts, dried meat, fish and prawns and cutch, kerosine oil, salt, cattle, and iron and steel.

Rohilkund and Kumaon Railway system (metre gauge).

23. From the 1st May, the rate for timber logs, unwrought, was reduced from $\frac{1}{3}$rd to $\frac{1}{4}$th pie per maund (0·756*d.* to 0·567*d.* per ton) per mile, chargeable on actual weight obtained on a weigh-bridge, as the former system of charging logs on measurement was found most unsatisfactory, and the method of calculating the weight of sâl timber at 30 seers per cubic foot incorrect.

Dibru-Sadiya Railway (metre gauge).

24. From the 1st January, the following increased rates for coal and coke were introduced :

For a consignment of less than a wagon load . . .	½ pie per maund (1·134*d.* per ton) per mile.
For consignments of a wagon load and upwards, but not exceeding 3,000 maunds .	⅓ pie per maund (0·756*d.* per ton) per mile.
For consignments of 3,000 maunds and upwards . .	0·22 pie per maund (0·499*d.* per ton) per mile.

STATEMENT

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS.				
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th.)	SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
	STANDARD GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	State lines worked by companies.									
I	EAST INDIAN (*a*) . . .	18·00	9·00	3·50	2·50	3·27 to (*b*) 9·07	2·72 to (*c*) 9·07	...	9·07	0·33
II	BENGAL CENTRAL . . .	12·00	6·00	4·50	3·00 and (*d*) 2·50	3·37 to 9·07	2·45 to 9·07	40·83	9·07	0·33
III	BENGAL-NÁGPUR . . .	18·00	8·00	3·00	2·00	3·02 to (*e*) 9·07	2·72 to (*c*) 9·07	40·83	9·07	0·33
IV	INDIAN MIDLAND (*f*) . .	12·00	6·00	3·00	(*g*)	2·72 to 9·07	2·72 to 9·07	...	9·07	0·33
VI	GODHRA-RUTLAM-NÁGDÁ .	Same as on the Rajputana-Malwa railway					...	...	...	...
VII	WARDHA COAL . . .	18·00	9·00	4·00	2·00	...	...	...	Same as on the Great	
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS).	12·00	6·00	...	2·00	...	...	..	Same as on the Madras	
	State lines worked by the State.									
XI	NORTHWESTERN (*h*) . .	12·00	6·00	3·00	2·25	2·72 to 6·81	2·72 to 9·07	...	9·07	0·33
XIII	OUDH AND ROHILKHAND .	12·00	6·00	3·50	2·50	4·54 to 9·07	2·72 to 4·70	40·83	9·07	0·33
XIV	EASTERN BENGAL . . .	18·00 (*i*) 12·00	9·00 (*i*) 6·00	4·00	2·50	4·54 to 5·44	2·45 to 9·07	40·83	9·07	0·33
XV	CALCUTTA PORT COMMISSIONERS'.	There is no passenger traffic on this line.				Certain up and down rates between fixed points				
XVI	EAST COAST	18·00	9·00	4·50	2·00	2·72 to 9·07	2·72 to 9·07	...	4·54 to 9·07	0·17 to 0·33
	Lines worked by guaranteed companies.									
XVIII	GREAT INDIAN PENINSULA (*j*)	12·00	6·00	3·00	2·00	2·46 to 8 07	2·50 to (*k*) 7·07	... ...	(*l*) 10·08 (*m*) 9·58 (*n*) 9·07	(*l*) 0·37 (*m*) 0·35 (*n*) 0·33
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	12·00	6·00	3·00	2·25 to 2·50	(*o*)	(*p*)	...	10·89	0·40
XX	MADRAS	12·00	6·00	...	2·00 and 2·50	3 00 to 10·00	3·00 to 10·00	...	10·00	0·37
	Assisted company.									
XXII	TARKESSUR	12·00	6·00	3·50	3·00	Same as on the East Indian railway.				
	Lines owned by native states and worked by companies.									
XXXII	THE NIZAM'S GUARANTEED STATE (*q*).	18·00	6·00	(*r*) 2·50	(*s*) 2·00	(*t*) 7·00 5·00 to (*u*) 6·00	2·50 to 6·00	...	10·08	0·37
XXXIII	NÁGDÁ-UJJAIN . . .	15·00	8·00	3·00	2·25	(*o*)	(*p*)	...	9·53	0·35
XXXIV	THE GAEKWAR'S PETLÁD .	12·00	6·00	...	2·50	(*v*) 7·89	10·89	...	10·89	0·40
XXXV	KOLAR GOLD-FIELDS . .	12·00	6·00	...	2·00	A uniform rate of 13 annas and 7 pies per ton.				

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railways on the 31st December 1897.

English money at 1*s.* 4*d.* to the rupee by taking 1 pie = 0·083*d.*]

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Classification No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pics.	Pies.	Pies.	Pies.		*N. B.*—The coal rates in force on the East Indian railway apply also to State lines worked by the State and certain other railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	I	(*a*) The East Indian railway fares and rates obtain also on the Delhi-Umballa-Kalka railway, excepting between Umballa and Kalka for which the passenger fares are double of those herein quoted.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	II	(*b*) All stations except Howrah— For first 100 miles . . . 9·07 pies per ton per mile. „ extra distances over 100 and up to 450 miles . . . 4·63 „ „ „ extra distances above 450 miles 3·27 „ „
13·61	0·50	18·15	0·67	22 68	0·83	27·22	1 00	III	*East Indian railway.*
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	IV	(*c*) For consignments of less than 300 maunds or 11 tons, 9·07 pies per ton per mile. *Bengal-Nágpur railway.* Consignments of less than a wagon load will be charged for as a full wagon load at the rates shown below unless the coal is bagged, in which case it will be charged at 9·07 pies per ton per mile on actual weight, subject to the differential rule and carried at owner's risk.
...	...	...	...	...	...	...	...	VI	
Indian	Peninsula railway		...	...	...	...	...	VII	
railway	...	...	...	...	...	...	...	X	The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied. *East Indian and Bengal-Nágpur railways.* For all distances up to 400 miles inclusive, 4·08 pies per ton per mile. For all distances over 400 miles— For first 400 miles, 4·08 pies per ton per mile. For distances in excess of 400 miles, 2·72 pies per ton per mile. } In consignments of full wagon loads.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XI	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XIII	(*d*) Between Calcutta and Dattapukur in local booking only. (*e*) 1 to 300 miles ... ... 9·07 pies per ton per mile. 301 to 375 „ ... ... 8·06 „ „ 376 to 400 „ ... ... 7·31 „ „ 401 to 450 „ ... ... 6·55 „ „ 451 to 475 „ ... ... 6·05 „ „ 476 to 525 „ ... ... 5·29 „ „ 526 to 550 „ ... ... 5·04 „ „ 551 to 600 „ ... ... 4·28 „ „ over 600 „ ... ... 3·02 „ „
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XIV	
obtain on	this railway.		...	...	...	...	...	XV	(*f*) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
4·54 to 13·61	0·17 to 0·50	4·54 to 18·15	0·17 to 0·67	4·54 to 22·68	0·17 to 0·83	4·54 to 27·22	0·17 to 1·00	XVI	(*g*) First 100 miles, 2·67 pies per mile. Next 100 „ 250 „ „ „ 200 „ 2·33 „ „ Above 400 „ 2·00 „ „
(*l*)14·11 (*m*)14·11 (*n*)13·61	(*l*)0·52 (*m*)0 52 (*n*)0·50	20·16	0·74	23·19	0·85	30·24	1·11	XVIII	(*h*) The North Western State railway rates and fares obtain also on the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways, the Jammu and Kashmir railway (Native State section), and on the Southern Punjab (Delhi-Samásata) railway, excepting that a minimum charge of 3·40 pies per ton per mile is charged on food-grains on the last named line.
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XIX	(*i*) Between Calcutta and Kanchrapára. (*j*) Including the Dhond-Manmád, the Khámgaon and the Amráoti railways. (*k*) The rate is 7·07 pies per ton per mile for consignments of less than 10 tons, and 2·50 to 4·08 pies for consignments of not less than 10 tons. (*l*) For distances from 1 to 400 miles. (*m*) „ „ 401 to 600 „ (*n*) „ „ above 600 „
13·61	0·50	18·00	0·66	24·00	0·88	36·00	1·32	XX	(*o*) Food-grains per ton per mile. Pies. 1 to 100 miles . . . 9·53 101 to 200 „ . . . 6·80 201 to 400 „ . . . 4·08 over 400 „ . . . 2·72 } in consignments of 190 maunds or 6·98 tons and over.
...	...	...	...	...	...	...	...	XXII	(*p*) For all distances up to 400 miles inclusive, 4·08 pies per ton per mile. For distances over 400 miles— For first 400 miles, 4·08 pies per ton per mile, For distances in excess of 400 miles, 2·72 pies per ton per mile. } Inconsignments of full wagon loads.
14·00	0·51	20·16	0·74	28·23	1·04	40·33	1·48	XXXII	(*q*) Including the Bezwada extension (East Coast State railway).
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XXXIII	(*r*) 3rd class by mail trains. (*s*) By trains other than mail. (*t*) Local.
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XXXIV	(*u*) Through booking.
or 6	pies per	maund	obtains	on this railway		...	...	XXXV	(*v*) This rate applies to consignments weighing 190 maunds or 6·98 tons. and over.

STATEMENT

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into English

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
	METRE GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	State lines worked by companies.									
XXXIX	BENGAL AND NORTH-WESTERN—									
	TIRHOOT SECTION	18·00	9·00	4·00	2·00	4·53 to 6·80	4·08	...	9·07	0·33
	COMPANY'S SECTION									
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	18·00	9·00	4·00	2·00	6·80	(a) 4·08	...	9·07	0·33
XLI	RAJPUTANA-MALWA	15·00	8·00	3·00	2·00 to 2·25	(b)	(c)	...	9·53	0·35
XLII	PÁLANPUR-DEESA	15·00	8·00	...	2·25	(d) 6·80	9·53	...	9·53	0·35
XLIII	SOUTHERN MAHRATTA (e) . . .	12·00	6·00	...	2·00	3·27 to 9·07	3·00 to 9·07	40·56	9·07	0·33
XLVI	SOUTH INDIAN (f)	12·00	6·00	...	2·00	9·07	9·07	40·83	9·07	0·33
XLVIII	ASSAM-BENGAL	18·00	9·00	...	3·00	(g)	(h)	...	9·07	0·33
XLIX	BURMA (i)	15·00	6·00	3·00 and 4·50	2·00 and (j) 3·00	2·72 to 9·07	2·72 to 9·07	...	9·07	0·33
	State lines worked by the State.									
L	EASTERN BENGAL—									
	NORTHERN AND BEHAR SECTION (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	18·00	9·00	4·00	2·50	3·89 to 5·44	2·45 to 9·07	40·83	9·07	0·33
	DACCA SECTION	18·00	9·00	4·00	2·50	4·54 to 5·44	2·45 to 9·07	40·83	9·07	0·33
	Assisted companies.									
LIII	DEOGHUR	24·00	...	...	6·00	(k)	(k)	...	(k)	(k)
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION).	35·00	15·00	...	3·11	6·80	(a) 4·08	...	9·07	0·33
LV	BENGAL DOOARS	36·00	21·00	6·00	3·00	32·66	21·77 to 32·66	...	27·22	1·00
LVI	DIBRU-SADIYA	18·00	9·00	4·00	...	...	5·99	...	27·22	1·00
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY	Information not available			...	...	...	...	...	...
LVIII	AHMEDABAD-PARÁNTÍJ	15·00	8·00	...	2·25	(d) 6·80	9·53	...	9·53	0·35
	Line owned by native state and worked by company.									
LXIII	THE GAEKWAR'S MEHSÁNA . . .	15·00	8·00	...	2·25	(d) 6·80	9·53	...	9·53	0·35
	Lines owned and worked by native states.									
LXIX	JODHPORE-BICKANEER—									
	JODHPORE SECTION	18·00	6·00	...	2·00	(n) & (o)	(n) & (o)	...	13·61	0·50
	BICKANEER SECTION									
LXX	OODEYPORE-CHITOR	15·00	8·00	...	2·25	(d) 6·80	9·53	...	9·53	0·35
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (p).	12·00	6·00	...	2·75	8·00	4·06 to 8·00	...	10·89	0·40
LXXIII	JÁMNAGAR	Same as on the Bhávnagar-Gondal-Junágarh-Porbandar railway							...	...
	Foreign line.									
LXXVI	WEST OF INDIA PORTUGUESE . . .	12·00	6·00	...	2·50	8·00	5·12	...	10·00	0·36
	SPECIAL GAUGES.									
	State line worked by the State.									
LXXX	JORHÁT (2′ 0″)	24·00	...	8·00	4·00	27·22	9·07	...	27·22	1·00
	Assisted companies.									
LXXXI	DARJEELING-HIMALAYAN (2′ 0″) . .	72·00	36·00	15·00	...	63·96	25·58	...	81·66	3·09
LXXXII	BÁRSI-LIGHT (2′ 6″)	Information not available				...	...	...	...	...
	Lines owned by native state and worked by companies.									
LXXXIII	THE GAEKWAR'S DABHOI (2′ 6″) . .	(q) 9·00	(r) 3·00	...	...	(b)	(c)	...	10·89	0·40
LXXXIV	RAJPIPLA (2′ 6″)	(q) 9·00	(r) 3·00	...	...	(b)	(c)	...	10·89	0·40
	Line owned by native state and worked by state railway agency.									
LXXXVI	COOCH BEHAR (2′ 6″)	24·00	12·00	6·00	4·00	(s)	(s)	...	(s)	(s)
	Line owned and worked by native state.									
LXXXVII	MORVI (2′ 6″)	12·00	6·00	...	3·00	6·80	8·00	...	10·89	0·40

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railways on the 31st December 1897—concld.

money at 1s. 4d. to the rupee by taking 1 pie=0·083d.]

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Classification No.	REMARKS.
Per ton per mile.	Per maund per mile	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		NB.—The coal rates in force on the East Indian railway apply also to State lines worked by the State and certain other railways.
								XXXIX	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00		
13 61	0·50	18·15	0·67	22 68	0·83	27·22	1·00	XL	(*a*) For consignments of full wagon loads. Coal in small quantities is chargeable at 9·07 pies per ton per mile.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XLI	(*b*) *Vide* remark (*o*) on page 171. (*c*) *Vide* remark (*p*) on page 171.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XLII	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLIII	(*d*) This rate applies to consignments weighing 190 maunds or 6·98 tons and over.
13·61	0·50	18·15	0·67	22 68	0·83	27·22	1·00	XLVI	(*e*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways.
13·61	0·50	18·15	0·67	22 68	0·83	27·22	1·00	XLVIII	(*f*) Including the Máyavaram-Mutupet and the Poudicherry railways.
13·61	0 50	18·15	0·67	22 68	0·83	27·22	1·00	XLIX	(*g*) For first 100 miles, 9·07 pies per ton per mile; and for extra distances above 100 miles, 4·54 pies per ton per mile.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	L	(*h*) For distances up to 400 miles 4·08 pies per ton per mile, and when bagged and in small quantities, 9·07 pies per ton per mile.
13·61	0 50	18·15	0·67	22·68	0·83	27·22	1·00		(*i*) The standard weight on this railway is the viss, one ton being equal to 613·69 viss and one maund to 22·50 viss. (*j*) 3·00 pies on Burma railways, and 2·00 pies on Mu Valley railway, and for local trains.
(*k*) (*l*) 9·07	(*k*) (*l*) 0·33	(*k*) (*l*)13·61	(*k*) (*l*) 0·50	(*k*) (*l*)20·41	(*k*) (*l*) 0 75	(*k*)	(*k*)	LIII	
(*m*)18·15	(*m*) 0·67	(*m*)27·22	(*m*)1·00	(*m*)40·83	(*m*)1 50	54·44	2·00	LIV	
32·66	1·20	48·99	1·80	68·05	2·50	...	...	LV	(*k*) Special rates are charged for all goods traffic.
54·44	2·00	81·66	3·00	...	...	...	...	LVI	(*l*) Between Bareilly Junction and Kichha.
...	...	...	...	...	...	...	...	LVII	(*m*) Between Kichha and Kathgodám.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LVIII	
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LXIII	
								LXIX	
20·41	0·75	25·86	0·95	31·30	1·15	36·75	1·35		(*n*) First 100 miles, 10·89 pies per ton per mile. Over 100 miles, 8·17 „ „ „ „
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LXX	(*o*) Per wagon load (for grass) first 100 miles, 0-4-0 a wagon per mile. over 100 „ 0-3-0 „ „
16·33	0·60	21 78	0 80	27·22	1·00	32 66	1·20	LXXI	(*p*) Including the Jetalsar-Rájkot railway.
...	...	...	...	...	...	...	...	LXXIII	
14·00	0·51	23·00	0 87	34·00	1·24	48 00	1·76	LXXVI	
54·44	2·00	81·66	3·00	...	...	...	...	LXXX	
95·27	3 50	108·88	4·00	122·49	4·50	136·10	5·00	LXXXI	
...	...	...	...	...	...	...	...	LXXXII	
16 33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXXXIII	
16·33	0·60	21·78	0 80	27·22	1·00	32·66	1·20	LXXXIV	(*q*) Upper class. (*r*) Lower class.
(*s*)	(*s*)	(*s*)	(*s*)	(*s*)	(*s*)	(*s*)	(*s*)	LXXXVI	(*s*) 27·22 pies per ton, or 1·00 pie per maund per mile.
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXXXVII	

CHAPTER XI.

Fuel consumption.

The total quantity of fuel consumed on the standard and metre gauge railways* during 1897 compares with the previous year as follows:

Year.	Coal.			Coke.	Patent fuel.	Wood.
	English.	Indian.	Total.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Previous year .	106,599	1,174,039	1,280,638	4,344	1,664	321,052
1897 . . .	47,683	1,324,282	1,371,965	4,257	2,263	358,244

2. The total consumption of coal on the standard and metre gauge railways was 7·13 per cent. greater than in 1896. The total consumption of Indian coal increased by 12·80 per cent. and that of English coal decreased by 55·27 per cent. The quantities of patent fuel and wood used increased by 35·94 and 11·58 per cent., respectively, while the quantity of coke decreased by 2·00 per cent.

3. The actual quantities consumed; the average cost per ton; the consumption per train-mile, per engine-mile and per thousand gross ton-miles, and the cost per ton stated in terms of Giridíh (Kurhurbarree) best steam coal; and the average lead on the principal railways, will be found in statement No. 39 on page 186.

4. The equivalents which have been generally employed for converting the various descriptions of fuel into terms of Bengal coal are as follows, one ton of Giridíh (Kurhurbaree) best steam coal being taken as the standard:

Description.	Equivalents.	Co-efficients.
Giridíh (Kurhurbaree) best steam coal	1·00	1·00
Kurhurbaree (East Indian railway) selected large coal . .	0·90	1·11
Welsh best steam coal	0·80	1·25
Patent fuel	0·70	1·43
Singareni coal	1·05	0·95
Bengal or Barákar steam coal	1·10	0·90
Umaria coal	1·25	0·80
Mohpáni coal	1·50	0·66
Warora coal	1·80	0·56
Wood fuel	2·50	0·40

These factors have been arrived at from a careful examination and comparison of the results of trials carried out within recent years on several railways, and are believed to represent the relative values of the different fuels as nearly as possible. As the figures are only approximate, however, it is not intended that they should be used where more reliable results have been obtained by actual experiment.

The table on page 187 shows the equivalent of one ton of Giridíh (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Particulars regarding the descriptions of fuel in use on the principal lines during 1897 are given in the following paragraphs:

East Indian Railway system (standard gauge).

5. Kurhurbaree coal was used over the whole system, and Kurhurbaree coke at Howrah and Dinapore. Market coal was used at Ondál, Ásansol, Barákar and Dhanbaid.

* Excluding the West of India Portuguese railway.

The rates per ton for Kurhurbaree coal were Rs. 1-12-0 from January to April, Rs. 2-2-0 from May to June and Rs. 1-14-0 from July to December, for coke Rs. 2-8-0 throughout the year, and for market coal varied between Rs. 1-8-0 and Rs. 2-8-0 from October to December, delivered into wagons at Giridíh by the East Indian railway collieries and at Ásansol, Ondál, Barákar and Dhanbaid by contractors.

The actual quantities of coal and coke used were:

	Tons.
Kurhurbaree coal	347,045
Kurhurbaree coke	4,257
Market coal	8,268
Coal supplied by the Eastern Bengal State railway at Chitpore and Narendangah	39

Bengal Central Railway (standard gauge).

6. Bengal coal (11,209 tons) was exclusively used on this railway.

The average rate of purchase was Rs. 2-6-0 per ton, delivered into wagons at the nearest station from the pit's mouth.

The coal supplied under all the contracts was of good quality and the arrangements for delivery were satisfactory.

Bengal-Nágpur Railway (standard gauge).

7. The coal used on the different sections of the line was obtained from the following sources:

On the main line (between Ásansol and Nágpur) and on the branch lines (between Jharsuguda and Sambalpur and Bilaspur and Sahdol).	Bengal steam coal at Rs. 2-12-0 per ton, delivered into wagons at Radhanagar and Dhadka (Ásansol Junction by the Bengal Coal Company and New Beerbhoom Coal Company, respectively.
On the branch line (between Sahdol and Katni).	Umaria coal supplied from the collieries at Rs. 4-0-0 per ton delivered into wagons at pit's mouth.

The coal supplied under the above contracts has been of good quality, and the arrangements for delivery were fairly satisfactory.

The actual quantities of the different descriptions of coal consumed were:

	Tons.
Bengal coal	38,526
Umaria coal	4,027

Indian Midland Railway system (standard gauge).

8. The descriptions of coal used on the different sections of the railway are shown below:

On the Northern section (Jhánsi to Agra, Cawnpore and Bína, and Jhánsi to Mánikpur).	Bengal and Umaria coal.
On the Southern section (Bína to Itársi, Saugor and Goona, and Bhopal to Ujjain).	Bengal, Umaria and Mohpáni coal.

The purchase rates per ton for the different descriptions of fuel were Rs. 4-0-0 for Umaria coal, delivered at the pit's mouth, Rs. 2-10-0 for Bengal coal, delivered at Giridíh and Gourangdih, Rs. 5-8-0 for Mohpáni coal, delivered at Mohpáni, and for firewood Rs. 1-14-0, delivered at Dhaura, Rs. 2-0-0, delivered at Bahilpurwa and Rs. 3-0-0, delivered at Itársi.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	10,437
Umaria coal	41,999
Mohpáni coal	599
Firewood	1,298

The substitution of Bengal for Umaria coal for the passenger service gave satisfactory results. A small quantity of Mohpáni coal was obtained for experimental purposes and found to be about equal to Umaria coal in quality.

North Western State Railway system (standard gauge).

9. The fuel used on the different sections of the system was obtained from the following sources:

On the main line, between Ghaziabad and Peshawar.	Barákar coal supplied by the Barákar Coal Company at Rs. 15-8-0 per ton, delivered into wagons at Kiámári station.
On the Rájpura-Bhátinda railway.	Gourangdih and Rubble coal supplied by the Barákar Coal Company at Rs. 2-0-0 and Rs. 2-4-0 per ton, delivered into wagons at Gourangdih.
On the Kurrachee-Kotri section.	Giridíh coal supplied by the Bengal Coal Company at Rs. 2-4-0 per ton, delivered into wagons at Giridíh.

Constantly on the Sind-Sagar railway between Bhakkar and Lála Músa. Constantly on the Siálkot and Lyallpur branches. Constantly between Ráwalpindi and Khusálgarh and Pesháwar. Between Lála Músa and Phillour on goods trains. Occasionally between Rájpura and Bhátinda.	Dandot coal supplied from Dandot and Bhaganwalla Government collieries at Rs. 10-0-0 per ton, delivered into wagons at Kalapani and Haraupur
On the Sind-Pishin and Mushkaf-Bolan railways from Sibi to Chaman throughout the year.	Khost coal supplied from Khost Government mines at Rs. 18-0-0 per ton, delivered into wagons at Khost.
On the Sind-Pishin and Mushkaf-Bolan railways throughout the year.	Patent fuel made of Khost slack pressed at Rs. 24-0-0 per ton, delivered into wagons at Quetta.
Throughout the year between Kurrachee and Kotri and also in small quantities on the Sind-Pishin and Mushkaf Bolan railways.	English coal supplied from England through Messrs. Forbes, Forbes and Company at an average rate of Rs. 20-14-5 per ton, delivered into wagons at Kiámári.
Throughout the year on the main line between Lahore and Kotri. Throughout the year on the Sind Sagar railway between Sher Shah and Bhakkar. Throughout the year on the Kotri-Rohri Railway. Throughout the year on the Hyderabad-Shadipalli railway.	Firewood from the Baháwalpur state supplied at different stations between Reti and Samásata at Rs. 50 per 1,000 cubic feet. Firewood from Punjab forest supplied at different stations between Wan Radharam and Gilawala at Rs. 56-10-8 and Rs 60-0-0 per 1,000 cubic feet. Firewood from the Sind forest supplied at different stations between Reti and Kotri including Ruk to Jacobabad at an average rate of Rs. 45-0-0 per 1,000 cubic feet. Firewood from the Khairpur forests supplied at different stations between Rohri and Rádhan at Rs. 45-0-0 per 1,000 cubic feet. Firewood supplied by contractors on the Wazirabad-Lyallpur railway at Rs. 52-8-0 per 1,000 cubic feet *plus* royalty of about Rs. 20-0-0 per 1,000 cubic feet.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	66,693
Dandot coal	60,988
English coal	6,666
Khost coal	5,192
Patent fuel, Khost	2,211
Patent fuel, English	½
Wood	136,036

Oudh and Rohilkhand State Railway (standard gauge).

10. The supply of coal was as follows :

40,634 tons of Giridíh coal at Rs. 4-6-0 per ton, delivered into wagons at Giridíh; and 309 tons of Jherriah coal at Rs. 2-12-0 per ton from January to March only, delivered into wagons at Dhanbaid.

The coal supplied was of good quality and the arrangements for delivery were satisfactory.

Trials of Shampore coal and Borrea Coal Company's Salanpur coal with Giridíh coal were carried out in the early part of the year. Both proved to have good steaming qualities, but the percentage of coal consumed was so high that it would be of no advantage to substitute them for Giridíh coal.

Eastern Bengal State Railway system (standard, metre and special gauges).

11. The description of fuel used on the different sections of the line was obtained from the following sources :

On the Eastern (Calcutta to Goalundo and branches) and Southern (Calcutta to Port Canning, including Budge-Budge branch) sections.	Borrea coal supplied by the New Beerbhoom Coal Company at Rs 3-8 per ton from January to March and Rs. 2-2 per ton from April to December, delivered into wagons at the Borrea siding near Barákar. Salanpur coal supplied by the Borrea Coal Company at Rs 3-0 per ton from January to March and Rs. 2-10 per ton from April to December, delivered into wagons. Barákar coal supplied by the Barákar Coal Company at Rs. 1-4 per ton, delivered into wagons at Barakar and Chanch siding. Gourangdih coal at Rs. 2-8 per ton, delivered into wagons at Sitárampur and Khairabad.
On the Northern (Sára Ghât to Siliguri, and branches), Behar (Manihari Ghât to Dinagepore and Katihár to Anchara Ghât and branches), and Kaunia-Dharlla sections.	Borrea, Barákar, Salanpur and Gourangdih.—See rates above. Patalbaree coal supplied by the South Barákar Coal Company at Rs. 2-8 per ton, delivered into wagons.
On the Dacca (Náráyangunj to Mymensingh) section.	Borrea, Barákar, Salanpur and Patalbaree coal.—See rates above.

The total actual quántity of Bengal coal used was 81,729 tons.

East Coast State Railway (standard gauge).

12. The descriptions of coal used and the rates at which they were purchased were :

16,775 tons of Singareni unscreened, and 1,839 tons of Singareni steam coal, delivered into wagons at Bezwada at Rs. 7-5-0 per ton.

5,066 tons of Bengal coal, delivered into wagons at Cocanada Port at Rs. 12-4-0 per ton.

On account of the arrangements made for crossing wagons over the Gódávari, the use of unscreened coal proved more economical than the screened or steam coal which was formerly supplied. The consumption per engine-mile was reduced from 48·59 lbs. in the first-half to 36·32 lbs. in the second-half of 1897. This saving was chiefly due to the coal having been crossed in wagons during the latter half of the year, instead of unloading on the river bank, filling into country boats and again loading up on Rajahmundry side as was done in the first-half of 1897.

Great Indian Peninsula Railway system (standard gauge).

13. The descriptions of coal used on the different sections of the railway system are shown below :

On the Konkan district (Bombay to Karjat and Bombay to Kására)	English, Singareni unscreened, Bengal sea-borne and Japanese.
On the Bhore Ghât (Karjat to Lonávla)	English, Singareni unscreened, and Bengal sea-borne.
On the Thul Ghât (Kására to Igatpuri)	English, Singareni unscreened, and Bengal sea-borne.
On the south-east line (Lonávla to Ráichur)	Singareni, unscreened, Bengal sea-borne and Japanese.
On the Dhond-Manmád section	Singareni unscreened, Warora and Bengal sea-borne.
On the north-east line (Igatpuri to Nándgaon)	Warora, Singareni unscreened, Bengal sea-borne and Japanese.
On the north-east line (Nándgaon to Bhusával)	Warora, Nerbudda, Singareni unscreened, and Bengal sea-borne.
On the north-east line (Busával to Khandwa)	Umaria large and nuts, Nerbudda, and Warora.
On the north-east line (Khandwa to Jubbulpore)	Nerbudda and Umaria large and nuts, Warora, Singareni unscreened and Sanctoria.
On the Nágpur-Bhusával section	Sanctoria, Warora, Singareni unscreened.
On the Wardha-Warora section	Warora.
On the Khámgaon section	Sanctoria and Warora.
On the Amráoti section	Sanctoria.

The rates at which the different descriptions of coal were purchased and the places of delivery are given below :

Description of coal.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. Rs. A.	
English	7,553	16 - 8 to 17 - 2	Into boats at Bombay.
Bengal sea-borne	31,461	12 - 8 to 14 - 8	
Japanese	6,121	13 - 4 to 15 - 0	
Singareni, unscreened	87,248	3 - 8 to 4 - 8	Into wagons at Yellandu.
Nerbudda	16,038	5 - 12 and 6-0	Into wagons at Mohpáni.
Warora	55,449	4 - 8	Into wagons at pit's mouth.
Sanctoria	7,757	3 - 0	Into wagons at pit's mouth.
Umaria, large	15,429	4 - 0	Into wagons at Umaria.
Umaria, nuts	6,820	2 - 2	Into wogons at Umaria.
Firewood	2,073	4—12 to 7—8	

Bombay, Baroda and Central India Railway system (standard gauge).

14. The descriptions and quantities of fuel used on the railway system were:

	Tons.
English coal	22,477
Bengal coal	20,853
Singareni coal	25,222
Firewood	1,399

The different descriptions of English coal used were Nixon's Navigation, Ferndale, Powell Duffryn and Davison's West Hartley.

The average price per ton of English coal was Rs. 24-4-9 and the average prices of Bengal sea-borne coal were Rs. 14-3-6 and Rs. 12-13-2, delivered into boats in Bombay. The rate paid for Singareni coal was Rs. 12 per ton, delivered into wagons at Dadar junction. Firewood was supplied by the company's engineering department at an average rate of Rs. 5-6-7 per ton.

Madras Railway system (standard gauge).

15. The descriptions of fuel used on the different sections of the railway were as follows:

Section.	Description of fuel used.
Madras-Nandalúr.	Bengal coal at Rs. 13-12-6 per ton, carried from Calcutta by sea.
Bowringpet-Marikuppam.	Singareni coal at Rs. 13-13-4 per ton, delivered into wagons at Rayapuram and Rs. 13-6-7 per ton, delivered and stacked in the yard at Ráichúr.
	Firewood from Rs. 3-14-0 to Rs. 6-1-6 per ton.
Madras-Jalarpet.	Bengal and Singareni coal.
Washermenpet-Ennúr.	
Nandalúr-Ráichúr.	Singareni coal.
Jalarpet-Bangalore.	Firewood.
Jalarpet Calicut.	

Coal was exclusively used on mail trains and coal or firewood on mixed trains.

The coal supplied under all the contracts was of fairly uniform quality and the deliveries were satisfactorily made. The introduction of Gourangdih coal in part replacement of Singareni coal, which has hitherto been almost exclusively used throughout the line, has so far been attended with satisfactory results.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	3,268
Singareni coal	31,224
Patent fuel	28
Firewood	88,159

The Nizam's Guaranteed State Railway system (standard gauge).

16. The description of fuel used on this line was Singareni unscreened coal (26,986 tons).

The coal was supplied under contract with the Hyderabad Deccan Company at Rs. 4-8-0 per ton, delivered at pit's mouth at Yellandu, and has been of good quality. The arragements for delivery were satisfactory.

Bengal and North-Western Railway system (metre gauge.)

17. Kurhurbaree coal was exclusively used on the Tirhoot section and on the section east of Gorakhpur, as well as on the Cawnpore-Burhwal (metre gauge link). Firewood from the Forest department was chiefly used on the section west of Gorakhpur.

The rate paid for coal was Rs. 3-4-0 per ton, delivered into wagons at Giridíh and for wood, Rs. 3-8-0 per ton, delivered into wagons at Pharenda and Maskanwa.

The actual quantities of coal and wood used were:

	Tons.
Bengal coal	23,249
Firewood	9,884

Rajputana-Malwa Railway system (metre gauge).

18. Kurhurbaree, Borrea, Gaurangdih, Barákar and Sibpore coal was used over the whole line, Salanpore Borrea coal between Rutlam and Khandwa, Jardine's Navigation coal between Abu and Sábarmati, Singareni coal between Khandwa and Rutlam, English coal between Sábarmati and Khandwa and unserviceable sleepers over the whole line for lighting up engines.

The rates at which the different descriptions of coal were purchased and the places of delivery are given below:

Description of coal.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. P.	
Kurhurbaree	33,608	3 8 0	Into wagons at Giridíh.
		13 2 0	In Bombay harbour.
Borrea	14,978	3 4 0	Into wagons at Sitarampore.
Salanpore Borrea		13 8 0	In Bombay harbour.
Gourangdih	2,130	11 10 0	Into wagons at Alipore siding.
		12 0 0	In Bombay harbour.
Barákar	6,054	11 10 0	In boats alongside.
Sibpore	6,223	3 0 0	Into wagons at Ásansol.
Jardine's Navigation (Jherriah)	1,474	12 0 0	In Bombay harbour.
Singareni	3,885	17 8 0	At Khandwa.
Ferndale steam	4,045	17 8 0	In Bombay harbour.
Nixon's Navigation	1,657	26 8 0	In Bombay harbour.
Firewood	1,317	5 0 0	
		Per 100 cubic feet	

Southern Mahratta Railway system (metre gauge).

19. The description of fuel chiefly used on the several sections of the railway system is shown below:

On the Harihar-Nanjangúd section. On the main line (Gadag to Bezwada). On the Guntakal-Hindupur section. On the Bijápur branch (Hotgi to Gadag). On the Poona branch (Poona to Miraj).	Singareni unscreened coal at Rs. 4-8-0 per ton, delivered into wagons at the colliery.
On the Poona branch (Miraj to Londa). On the Kolhápur-Miraj section. On the main line (Castle Rock to Gadag). On the Harihar branch (Hubli to Harihar).	Firewood at Rs. 4-4-0 and Rs. 8-0-0 per ton, delivered in stacks at fuel depôts.

The fuel supplied under all the contracts has generally been of good quality and arrangements for delivery were satisfactory.

The actual quantities of coal and wood used were :

	Tons.
Singareni unscreened coal	47,401
Firewood	49,997

South Indian Railway system (metre gauge).

20. The coal used on the different sections of the line was obtained from the following sources :

Throughout the system	Barákar coal from the Zoyabad colliery at Rs. 12-5-6 per ton, delivered at Negapatam Tuticorin, Cuddalore and Madras.
On the section Madura to Madras, including Villupuram-Nellore and Pakala-Dharmavaram branches.	Jherriah coal from the Jardine's Navigation seam at Rs. 12-11-6 per ton, delivered at Cuddalore.
On the southern section from Máyavaram to Tuticorin including the Negapatam branch.	Desherghur coal from the Equitable Coal Company's pits at Rs. 16-9-0 and Rs. 14-8-0 per ton, delivered at Turticorin and Negapatam, respectively.
On the southern section from Máyavaram to Tuticorin including the Negapatam branch.	Barmundia coal from the Damuda Coal Company's pits at Barmundia at Rs. 16-9-0 and Rs. 14-8-0 per ton, delivered at Tuticorin and Negapatam, respectively.
On the Madras-Chingleput and Dharmavaram-Pákala sections.	Singareni coal at Rs. 13-12-0 and Rs. 12-8-0 per ton, delivered at Madras and Dharmavaram, respectively.

Firewood was purchased at Rs. 5-0-0 per ton from the Forest department and from contractors.

The arrangements for the delivery of coal were satisfactorily carried out.

The quantities of the different descriptions of fuel used were :

	Tons.
Barákar coal	31,335
Jherriah coal	8,335
Deshurghur coal	3,331
Singareni coal	2,979
Barmundia coal	2,101
Firewood	31,011

Assam-Bengal Railway (metre gauge).

21. Borrea steam coal (7,282 tons) was used on the Chittagong section and Assam coal (684 tons) on the Gauháti branch of this railway. Only 24 tons of wood were used over the whole line.

The purchase rates per ton were Rs. 13-14-0, from January to March and Rs. 7-12-0, from April to December, for Borrea coal, and Rs. 16-8-0 for Assam coal, delivered, respectively, at Chandpur and Gauháti stacked on the company's premises. Wood was purchased at Rs. 3-0-0 per ton, delivered at Gauháti and at site. The quality of coal and the arrangement for its delivery were satisfactory.

Burma Railways (metre gauge).

22. The fuel chiefly used on the whole line was as follows :

Bengal coal of various kinds at Rs. 11-15-2 per ton, delivered at Mandalay, and Botatong.

Thingadaw (Burma) coal at Rs. 9-11-0 per ton, delivered at Mandalay.

Wood fuel at Rs. 3-2-8 per 100 cubic feet delivered at various depôts in Upper and Lower Burma.

Small quantities of Patent fuel and Singareni coal at Rs. 17-2-0 and Rs. 14-0-0 per ton, respectively, delivered at Botatong.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	33,426
Thingadaw (Burma) coal	7,547
Wood fuel	24,700
Patent fuel	23
Singareni coal	109

Rohilkund and Kumaon Railway system (metre gauge).

23. Wood fuel was chiefly used between Lucknow and Mailáni, between Mailáni and Bareilly on the Lucknow-Bareilly section, and between Bareilly and Káthgodám on the company's section of the line.

The rate paid for wood fuel was Rs. 2-14-7 per ton, delivered on the cess of the line, and for a small quantity of Bengal coal, Rs. 3-4-0 per ton, delivered into wagons at Giridíh.

The actual quantities of coal and wood fuel used were:

	Tons.
Bengal coal	274
Wood fuel	12,260

Jodhpore-Bickaneer Railway (metre gauge).

24 Giridíh (4,613 tons) was used on both the Jodhpore and Bickaneer sections of the line. The rate paid was Rs. 3-10-0 per ton, from January to July, and Rs. 2-12-0 per ton, from August to December, delivered into wagons at Giridíh.

Bhávnagar-Gondal-Junágad-Porbandar Railway system (metre gauge).

25. The descriptions of fuel used on the system were:

	Tons.
Cardiff coal	5,285
Bengal coal	1,752
Wood	85

The average price per ton of Cardiff coal was Rs. 24-8-0 and of Bengal coal Rs. 17-0-0, delivered into wagons at Bhávnagar docks. For firewood, old sleepers and jungle wood were supplied, respectively, by the company's engineering department and the store-keeper at Rs. 12-3-10 per ton, delivered at Bhávnagar Para and Jetalsar.

Gourangdih coal was obtained for trial, but has not proved satisfactory.

STATEMENT No. 39.

Particulars of fuel consumption on the principal railways during 1897.

Classification No.	RAILWAY.	Description of fuel.	Total actual quantity consumed in terms of coal.	Average cost per ton.	Cost per train-mile.	CONSUMPTION STATED IN TERMS OF GIRIDIH (KURHURBAREE) BEST STEAM COAL. (a)				Average cost per ton in terms of Giridih-(Kurhurbaree) best steam coal	Average lead.
						Total quantity.	Per train-mile.	Per engine-mile.	Per 1,000 gross ton-miles.		
	STANDARD GAUGE.		Tons.	Rs.	As.	Tons.	lbs.	lbs.	lbs.	Rs.	Miles.
I	EAST INDIAN (b) . .	Bengal coal and coke . .	359,609	1·88	0·82	359,609	60·99	50·49	164·53	1·88	Bengal, 254·08 Coke, 204·42
II	BENGAL CENTRAL . .	Bengal coal	11,209	5·17	2·28	8,967	49·43	42·68	192·02	6·46	Bengal, 182·00
III	BENGAL-NÁGPUR . .	Bengal and Umaria coal; but principally Bengal coal. .	42,553	3·02	1·14	37,895	47·15	42·32	133·79	3·39	Bengal, 271·84 Umaria, 3·90
IV	INDIAN MIDLAND (b) .	Umaria, Bengal and Mohpáni coal and wood; but principally Umaria coal. . .	53,467	8·21	4·06	38,424	48·99	43·05	151·37	11·61	Umaria, 341·65 Bengal, 668·93 Mohpáni, 95·17 Wood, 123·36
XI	NORTH-WESTERN STATE (b).	English, Bengal, Dandot, Khost coal; also patent fuel and wood	203,586	9·46	4·62	174,751	42·98	37·97	137·50	15 04	See foot note (d).
XIII	OUDH AND ROHILKHAND STATE.	Bengal coal	40,943	10·60	3·02	40,913	39·90	33·27	129·26	10·61	Bengal, 530·86
XIV	EASTERN BENGAL STATE	Bengal coal	55,132	5·10	2·22	43,752	48·23	34·65	150·47	6·43	...
XVI	EAST COAST STATE. .	Bengal and Singareni coal, but principally Singareni coal .	23,680	8·58	3·19	22,014	48·44	42·27	156·34	9·23	Singareni, 207·57 Bengal, 147·64
XVIII	GREAT INDIAN PENINSULA (b).	English, Japanese, Warora, Umaria, Bengal, Nerbudda, Sanctoria and Singareni coal and wood	234,706	8·56	3·53	173,406	42·70	37·66	158·59	11·58	See footnote (e).
XIX	BOMBAY, BÁRODA AND CENTRAL INDIA (b).	English, Bengal, and Singareni coal and wood . . .	69,112	16·76	6·59	71,628	56·34	48·61	167·11	16·36	English, 155·41 Bengal, 171·54 Singareni, 190·85 Wood, 34·91
XX	MADRAS (b) . . .	Bengal and Singareni coal and patent fuel and wood . .	66,125	7·38	5·47	60,501	51·19	42·98	172·61	14·97	Wood, 15·43
XXXII	THE NIZAM'S GUARANTEED STATE (b) . .	Singareni unscreened coal .	26,987	4·56	2·16	24,558	60·48	53·22	159·33	5·01	Singareni, 109·66
	METRE GAUGE.										
XXXIX	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION . } COMPANY'S SECTION . }	Bengal coal and wood; but principally Bengal coal .	27,201	5·04	1·31	27,201	29·90	25·32	145·47	6·14	Bengal, 252·98 Wood, 54·37
XLI	RAJPUTANA-MALWA (b) .	English, Bengal and Singareni coal and wood; but principally Bengal coal	74,581	16·81	3·85	76,007	32·71	28·19	157·29	16·49	English, 439·78 Bengal, 763·75 Singareni, 38·56 c
XLIII	SOUTHERN-MAHRATTA(b).	Singareni coal and wood .	(c) 144,800	4·12	2·32	60,333	32·86	30·31	186·47	9·90	Singareni, 405·00 Wood, 68·00
XLVI	SOUTH INDIAN (b) . .	Bengal and Singareni coal and wood	59,146	9·76	3·39	53,757	33·08	28·25	208·66	14·35	Bengal, 68·14 Singareni, 5·80 Wood, 49·01
XLVIII	ASSAM-BENGAL . .	Bengal and Assam coal . .	7,976	11·16	3·58	7,179	40·19	33·18	208·12	12·43	Bengal, 69·49
XLIX	BURMA	Bengal, Burma and Singareni coal and wood . . .	48,793	7·93	2·97	43,004	34·32	29·40	177·54	12·13	Bengal, 29·92 Burma, 134·85 Singareni, 3·00 Wood, 0·54
L	EASTERN BENGAL STATE—NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) .	Bengal coal	23,223	5·89	1·51	18,769	28·96	23·29	164·10	7·29	...
	DACCA SECTION . .	Bengal coal	3,374	7·29	1·87	2,969	31·69	25·47	232·27	8·28	...
LIV	ROHILKUND AND KUMAON (including the Lucknow-Bareilly section) . .	Bengal coal and wood; but principally wood . . .	(c) 12,944	3·39	1·49	5,178	24·61	20·64	146·17	8·47	Bengal, 664·11 Wood. 43·97
LXIX	JODHPORE-BIKANEER—										
	JODHPORE SECTION . } BIKANEER SECTION . }	Bengal coal . . .	4,036	20·87	4·06	4,036	27·25	25·56	146·39	20·87	Bengal, 985·98
			577	20·89	3·90	577	26·15	25·63	168·01	20·89	Bengal, 965·54
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR(b)	English and Bengal coal and wood	7,071	22·80	4·21	8,216	29·81	27·87	182·25	19·76	English, 60·60 Bengal, 77·93

(a) The actual quantity of coal consumed by each railway has been converted in terms of Giridih (Kurhurbaree) best steam coal by using the equivalent (s) adopted by that railway as exhibited in the statement on the next page.

(b) Including branch lines worked.

(c) Expressed in terms of wood.

(d) Bengal, 955·32; Dandot, 149·56; English, 128·62; Khost, 38·25; Patent fuel, 18·77

(e) Nerbudda, 182·00; Umaria large, 218·60; Umaria screened, 213·90; Warora, 226·10; Sanctoria, 603·70; Singareni, unscreened, 478·10; Bengal, sea borne, 23·20; English coal purchased locally, 55·70; Japanese, 56·60

Statement showing the equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Classification No.	Railway.	Standard Giridih (Kurhurbaree) best steam coal.	Description of fuel.																																
			English coal.	*Patent fuel.*			*Bengal coal.*															Bengal sea-borne coal.	*Singareni coal.*		Umaria coal.	Warora coal.	Nerbudda coal.	Mohpáni coal.	Dandot coal.	Khost and Sharigh coal.	Assam coal.	Burma (Thingadaw) coal.	Japanese coal.	Wood.			
				English.	Khost.	Dandot.	Sanctoria.	Joyramdanga.	Shampore.	Barákar.	Gourangdih.	Barmundia.	Salanpur.	Shibpore.	Bhugutdee.	Giridih.	Katras, Jherriah.	Borrea.	Dhadka.	Patalbaree.	Deshergbar.		Screened.	Unscreened.												
	STANDARD GAUGE.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
II	Bengal Central	1·00	...	...	...	...	...	1·25	...	1·25	...	...	...	...	...	...	1·25	1·25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III	Bengal-Nágpur	1·00	...	...	...	...								1·11				...				...	1·25	...	...	...	...	...	...	...	...	...	...	...	...
IV	Indian Midland	1·00	...	...	...	...								1·11				...				...	1·49	...	...	1·49	...	...	...	...	...	3·00			
XI	North Western State	1·00	0·90	0·80	1·28	...								1·11				...				...	...	...	...	...	...	1·56	1·28	...	...	...	2·22		
XIII	Oudh and Rohilkhand State	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	1·11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XIV	Eastern Bengal State	1·00	...	...	...	...	...		...	1·14	1·39	...	1·28	...	...	...	...	1·25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVI	East Coast State	1·00	...	...	...	...	...	...	...	1·11	1·11	...	...	...	...	...	...	...	...	...	...	...	1·02	1·18	...	...	...	...	...	...	...	...	...	...	...
XVIII	Great Indian Peninsula	1·00	0·80	...	...	...	1·11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·13	...	1·25	1·25	1·79	1·52	...	...	...	...	1·25	2·50	
XIX	Bombay, Baroda and Central India.	1·00	0·80	...	...	...								1·11				...				1·05	...	...	...	...	...	...	...	...	...	...	2·50		
XX	Madras	1·00	...	0·80	...	...	...	...	...	...	1·15	...	...	...	...	...	1·15	...	...	...	...	...	1·20	...	...	...	...	...	...	...	...	...	...	2·79	
XXXII	The Nizam's Guaranteed State	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·10	...	...	...	...	...	...	...	...	...	...	...
	METRE GAUGE.																																		
XLI	Rajputana-Malwa	1·00	0·80	...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...	...	2·50	
XLIII	Southern Mahratta	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·20	...	...	...	...	...	...	...	...	...	2·40	
XLVI	South Indian	1·00	...	...	...	...	...	...	...	1·06	...	1·23	...	...	...	...	1·18	...	...	...	1·28	...	1·82		...	...	...	...	...	...	...	...	...	2·94 and 2·13	
XLVIII	Assam-Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·11	...	...	...	...	...	...	...	...	...	...	...	...	1·11	...	...	2·50	
XLIX	Burma	1·00	...	0·79	...	...	...	...	1·08	...	1·00	...	...	...	1·08	...	...	...	...	...	...	...	1·08		...	...	...	...	...	...	...	1·75	...	3·23	
L	Eastern Bengal State—Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	1·00	...	...	...	...	...	...	...	1·14	1·39	...	1·28	...	...	...	...	1·25	...	1·39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Dacca section	1·00	...	...	...	...	...	...	...	1·14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	1·00	0·80	...	...	...	...	...	...	...	...	...	...	1·11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2·50	

CHAPTER XII.

Persons employed.

Numbers employed.

Statement No. 40 on pages 190 to 193 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1897.

The following is a summary of the figures :

Year ending.	Number of employés.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
Standard gauge.						
Previous year (*a*) . .	3,676	4,414	200,656	208,746	12,213·67	1,775
31st December 1897 (*b*) . .	3,798	4,589	207,255	215,642	12,805·80	1,821
Metre gauge.						
Previous year (*c*) . . .	989	2,282	71,078	74,349	7,641·07	1,107
31st December 1897 (*d*) . .	995	2,313	77,545	80,853	7,832·48	1,155
Total { Previous year .	4,665	6,696	271,734	283,095	19,854·74	2,882
Total { 31st December 1897	4,793	6,902	284,800	296,495	20,638·28	2,976

(*a*) Including the metre and special gauge sections of the Eastern Bengal State railway, the Cawnpore-Burhwal railway (metre gauge link) and the metre gauge portion the East Coast State railway.

(*b*) Including the metre and special gauge sections of the Eastern Bengal State railway, the Cawnpore-Burhwal railway (metre gauge link), and the mixed gauge of the East Coast State railway.

(*c*) Excluding the West of India Portuguese, the metre and special gauge sections of the Eastern Bengal State railway, the Cawnpore-Burhwal railway (metre gauge link) and the metre gauge portion of the East Coast State railway.

(*d*) Excluding the West of India Portuguese, the metre and special gauge sections of the Eastern Bengal State railway, the Cawnpore-Burhwal railway (metre gauge link), but including the metre and mixed gauge mileages of the East Coast State railway.

Natives as usual formed the largest percentage of the entire body of servants. Under Europeans, there was an increase of 3·32 per cent. on the standard gauge and of 0·61 per cent. on the metre gauge lines. East Indians show an increase of 3·96 per cent. on the standard gauge and 1·36 per cent. on the metre gauge lines; and Natives an increase of 3·29 per cent. on the standard gauge and 9·10 per cent. on the metre gauge lines.

The percentage on the total for both gauges shows an increase under all classes as follows:

	Increase per cent.
Europeans	2·74
East Indians	3·08
Natives	4·81

STATEMENT

Numerical return of servants of all races employed on the standard and metre gauge railways

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF	
						On 31st De	
		On 31st December 1896.	On 31st December 1897 (see also statement No. 32, Chapter IX).	On 31st December 1896.	On 31st December 1897.	Europeans.	East Indians.
	STANDARD GAUGE.						
	State lines worked by companies.						
I	EAST INDIAN	1,853·81	1,889·56	248	252	995	659
II	BENGAL CENTRAL	(a)	125·01	(a)	26	(b) 3	...
III	BENGAL-NÁGPUR	860·88	860·88	95	95	158	312
IV	INDIAN MIDLAND	922 21	922 21	113	111	165	148
	State lines worked by the State.						
XI	NORTH WESTERN	2,896·68	3,399·59	398	430	727	563
XIII	OUDH AND ROHILKHAND	(c) 816·94	(c) 891·97	126	126	129	174
XIV	EASTERN BENGAL(d)	939 40	(e) 817 88	181	(e)160	219	280
XV	CALCUTTA PORT COMMISSIONERS'	8·53	8 53	4	4	2	16
XVI	EAST COAST	503 50	(f) 538·45	81	81	65	239
	Lines worked by guaranteed companies.						
XVIII	GREAT INDIAN PENINSULA	1,491·31	1,491·31	218	218	734	648
XIX	BOMBAY, BARODA AND CENTRAL INDIA	649 83	649·83	109	112	219	160
XX	MADRAS	857·68	857·68	160	161	202	1,028
	Line owned by native state and worked by company.						
XXXII	THE NIZAM'S GUARANTEED STATE	352·90	352·90	42	42	58	187
	TOTAL STANDARD GAUGE	12,213·67	12,805·80	1,775	1,821	3,676	4,414

No. 40.

(open lines only) on the 31st December 1897 as compared with the previous year.

SERVANTS EMPLOYED.							
CEMBER 1896.		ON 31ST DECEMBER 1897.				Classification No.	REMARKS.
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
46,100	47,754	1,073	721	48,383	50,177	I	
(*b*) 503	(*b*) 506	14	16	1,227	1,257	II	(*a*) Included with the Eastern Bengal State railway which worked the line in 1896.
7,752	8,222	167	313	8,103	8,583	III	(*b*) Agency, Stores and Engineer's departments establishments only; other departments have been included with the Eastern Bengal State railway.
7,858	8,171	174	147	7,814	8,135	IV	
41,902	43,192	778	608	43,706	45,092	XI	
12,243	12,546	123	161	12,278	12,562	XIII	(*c*) Including the Cawnpore-Burhwal railway (metre gauge link).
14,829	15,328	197	295	16,641	17,133	XIV	(*d*) Including the figures of the metre and special gauge sections of this line for 1896 and 1897; as also the figures of the Bengal Central railway for 1896, except in the case of those for Agency, Stores and Engineer's departments establishments, see note (*b*).
464	482	2	11	546	559	XV	
5,104	5,408	59	246	6,011	6,316	XVI	(*e*) Decrease due to the Bengal Central railway having been worked as an independent line from the 1st January 1897.
36,441	37,823	717	645	34,119	35,481	XVIII	(*f*) Including 2·66 miles (laid on mixed gauge), but excluding 0·33 mile (metre gauge) worked over by the Southern Mahratta railway.
10,508	10,887	237	171	11,134	11,542	XIX	
13,278	14,508	187	1,028	13,585	14,800	XX	
3,674	3,919	70	227	3,708	4,005	XXXII	
200,656	208,746	3,798	4,589	207,255	215,642		

STATEMENT

Numerical return of servants of all races employed on the standard and metre gauge railways

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF On 31st De	
		On 31st December 1896.	On 31st December 1897 (see also statement No. 32, Chapter IX.)	On 31st December 1896.	On 31st December 1897.	Europeans.	East Indians.
	METRE GAUGE.						
	State lines worked by companies.						
XXXIX	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	820·43	827·35	140	143	108	103
	COMPANY'S SECTION						
XLI	RAJPUTANA-MALWA	1,844·23	1,898·83	258	266	390	485
XLIII	SOUTHERN MAHRATTA	1,553·21	(*a*) 1,553·54	205	207	162	543
XLVI	SOUTH INDIAN	1,103·38	1,103·38	165	165	116	627
XLVIII	ASSAM-BENGAL	285 90	(*b*) 360·63	26	54	38	71
XLIX	BURMA (*c*)	886·45	887·00	145	150	102	401
	Assisted companies.						
LIII	DEOGHUR	4·79	4·79	2	2	...	...
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) .	285·09	285·09	46	46	27	17
LV	BENGAL DOOARS (*d*)	36·40	36·40	10	10	1	3
LVI	DIBRU-SADIYA	77·50	77·50	14	15	7	1
	Lines owned and worked by native states.						
LXIX	JODHPORE-BICKANEER	364·00	364·00	40	40	3	2
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR .	379·69	433·97	56	57	35	29
	TOTAL METRE GAUGE .	7,641·07	7,832·15	1,107	1,155	989	2,282
	TOTAL STANDARD AND METRE GAUGES .	19,854·74	20,638·61	2,882	2,978	4,665	6,696

No. 40—*concld.*

(open lines only) on the 31st December 1897 as compared with the previous year—concld.

SERVANTS EMPLOYED.						Classification No.	Remarks.
CEMBER 1896.		On 31st December 1897.					
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
10,185	10,396	114	115	13,419	13,648	XXXIX	(*a*) Including 2·66 miles (laid on mixed gauge) and 0·33 mile (metre gauge) of the East Coast State railway worked over by this line.
19,527	20,402	388	482	20,136	21,006	XLI	
12,607	13,312	166	564	12,239	12,969	XLIII	
11,549	12,292	107	618	12,013	12,738	XLVI	(*b*) Including the Gauháti-Jamuna Mukh section, 74·73 miles, temporarily closed from the 13th June 1897, on account of damages done by the recent earthquake.
2,272	2,381	35	69	3,753	3,857	XLVIII	
7,951	8,454	117	416	8,687	9,220	XLIX	(*c*) Excluding Police, which is under the control of the Inspector General of Police, Burma.
56	56	...	...	56	56	LIII	
2,192	2,236	19	16	2,235	2,270	LIV	
408	412	1	3	403	407	LV	(*d*) Excluding Agency, Audit and Accounts.
672	680	9	...	722	731	LVI	
1,419	1,424	3	2	1,356	1,361	LXIX	
2,240	2,304	36	28	2,526	2,590	LXXI	
71,078	74,349	995	2,313	77,545	80,853		
271,734	283,095	4,793	6,902	284,800	296,495		

2. The following statement gives the number of depositors in the State Railway Provident Fund institutions and the sums at their credit on the 31st December 1897:

STATEMENT No. 41.

Classification No.	RAILWAY.	Number of staff depositing.	NUMBER OF DEPOSITORS.		AMOUNT AT CREDIT ON THE 31ST DECEMBER 1897.				REMARKS.
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	TOTAL.	
	STANDARD GAUGE.	No.	No.	No.	Rs.	Rs.	Rs.	Rs.	
	State lines worked by companies.								
I	EAST INDIAN	6,857	(a) 4,894	(a) 6,857	(b)	(b)	(b)	99,41,217	(a) The number under "voluntary" represents subscribers over 5 per cent., and that under "compulsory" subscribers of 5 per cent. only.
II	BENGAL CENTRAL	347	...	347	...	6,147	1,296	7,443	(b) Not shown separately.
III	BENGAL-NÁGPUR	1,357	84	1,357	13,941	2,03,295	93,089	3,10,325	
IV	INDIAN MIDLAND	1,525	82	1,525	13,305	3,21,506	11,237	3,46,048	
	TOTAL	10,086	5,060	10,086	(c) 27,246	(c) 5,30,948	(c) 1,05,622	1,06,05,033	(c) Excluding the East Indian railway.
	State lines worked by the State.								
XI	NORTH WESTERN	5,268	284	5,266	62,455	16,27,784	14,68,130	31,58,369	
XIII	OUDH AND ROHILKHAND	1,444	103	1,421	25,594	3,77,944	2,63,305	6,66,843	
XIV	EASTERN BENGAL (d)	3,054	99	2,796	19,975	5,67,711	4,97,216	10,84,902	(d) Including the metre and special gauge sections of this railway.
XVI	EAST COAST	815	10	815	3,742	70,945	39,739	1,14,426	
	TOTAL	10,581	496	10,298	1,11,766	26,44,384	22,68,390	50,24,540	
	TOTAL STANDARD GAUGE	20,667	5,556	20,384	(c) 1,39,012	(c) 31,75,332	(c) 23,74,012	1,56,29,573	
	METRE GAUGE.								
	State lines worked by companies								
XXXIX	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	1,081	7	1,081	11,829	2,58,078	2,05,563	4,75,470	
	COMPANY'S SECTION								
XLI	RAJPUTANA-MALWA	2,970	234	2,966	75,077	3,49,244	7,65,717	16,90,038	
XLIII	SOUTHERN MAHRATTA	2,939	...	2,939	...	4,82,484	1,76,920	(e) 6,59,404	(e) Including Rs. 78,280 on account of interest.
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)								
XLVI	SOUTH INDIAN	2,092	17	2,092	7,489	2,86,255	1,60,255	4,53,999	
XLIX	BURMA	1,652	19	1,472	6,448	2,84,821	2,18,112	5,09,381	
	TOTAL METRE GAUGE	10,734	277	10,550	1,00,843	21,60,882	15,26,567	37,88,292	
	Collieries.								
	UMARIA COLLIERY	18	1	17	305	6,526	2,310	(f) 9,141	(f) Excluding a sum of Rs. 984 on account of security at the credit of three depositors.
	WARORA COLLIERY	33	5	28	1,611	10,841	6,898	(g) 19,350	(g) Excluding a sum of Rs. 568 on account of security at the credit of one depositor.
	TOTAL COLLIERIES	51	6	45	1,916	17,367	9,208	28,491	
	GRAND TOTAL	31,452	5,839	30,979	(c) 2,41,771	(c) 53,53,581	(c) 39,09,787	1,94,46,356	

3. The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1898:

Railway Volunteer Corps.

STATEMENT No. 42.

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant-Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
I	East Indian railway	(a)1,878	56	153	1,642	1,851	27	15	...	Jamálpur.	(a) Including 282 non-railway employés.
III	Bengal-Nágpur railway	720	30	70	620	720	...	7	...	Nágpur.	
IV	Indian Midland railway—										
	Midland Railway Volunteer Rifles	334	21	51	261	333	1	3	...	Jhánsi.	
XI	North Western State railway—										
	3rd Punjab (North Western State Railway) Volunteer Rifles	1,194	47	129	1,017	1,193	1	10	2	Lahore.	
XIII	Oudh and Rohilkhand State railway—										
	Oudh Volunteer Rifles	226	8	27	190	225	1	3	...	Lucknow.	
	Oudh Volunteer Rifles (Reserve)	7	...	...	6	6	1	...	...	Lucknow.	
	Rohilkhand Volunteer Rifles	87	2	15	70	87	...	1	...	Bareilly.	
	Gházipur Volunteer Rifles	4	...	...	4	4	...	...	...	Benares.	
	Cawnpore Volunteer Rifles	1	...	...	1	1	...	...	...	Cawnpore.	
	Oudh Light Horse	4	...	1	3	4	...	...	...	Lucknow.	
	Carried over	4,455	164	446	3,814	4,424	31	39	2		

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1898—contd.

STATEMENT No. 42—*contd.*

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant-Instructors, 1st and 2nd class.	Drill Instructors.	Head-Quarters.	Remarks.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward .	4,455	164	446	3,814	4,424	31	39	2		
XIV	Eastern Bengal State railway—										
	Active	(*a*) 556	20	61	468	549	7	3	...	Sealdah.	(*a*) Including 58 non-railway employés.
	Reserve	31	1	1	27	29	2	...	...	Rajbári.	
XVIII	Great Indian Peninsula railway .	1,007	29	114	858	1,001	6	10	2	Bombay.	
XIX	Bombay, Baroda and Central India railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . . .	(*b*) 642	25	82	526	633	(*b*) 9	5	1	Bombay.	(*b*) Including 31 reservists, of whom 2 are non-efficient.
XX	Madras railway—										
	Staff	3	3	...	...	3	...	4	2	Perambúr.	
	A Company	64	2	11	51	64	...	...	...	Perambúr.	
	B Company	62	2	7	53	62	...	...	...	Perambúr.	
	C Company	67	3	7	57	67	...	...	...	Perambúr.	
	D Company	62	3	7	52	62	...	...	...	Perambúr.	
	E Company	127	3	11	112	126	1	...	...	Madras.	
	F Company	82	4	7	71	82	...	...	...	Ráyapuram.	
	G Company	83	4	12	65	81	2	1	...	Arkónam.	
	H Company	99	5	9	82	96	3	1	...	Gooty.	
	J Company	82	...	9	72	81	1	1	...	Jalarpet.	
	K Company	79	3	14	61	78	1	1	...	Bangalore.	
	L Company	89	1	11	73	85	4	1	...	Pódanur.	
	Cadet Company . . .	53	...	5	47	52	1	...	...	Perambúr.	
XXXII	The Nizam's Guaranteed State railway—										
	Hyderabad Volunteer Rifles .	188	4	24	152	180	8	1	..	Secunderabad.	
XXXIX	Bengal and North-Western railway (*c*)—										(*c*) Including the Tirhoot section.
	D Company	(*d*) 49	1	4	43	48	1	1	...	Soneporc.	(*d*) Including 11 non-railway employés.
	E Company	(*e*) 85	6	8	70	84	1	1	...	Gorakhpur.	(*e*) Including 20 non-railway employés.
	F Company	(*f*)111	4	11	96	111	...	1	...	Samastipur.	(*f*) Including 5 non-railway employés.
	G Company	46	3	4	38	45	1	...	...	Gonda.	
	Gorakhpur Light Horse . .	25	1	2	21	24	1	1	...	Gorakhpur.	
XLI	Rajputana-Malwa railway—										
	2nd Batatlion, Bombay, Baroda and Central India Railway Volunteer Rifles . . .	887	33	118	698	879	8	10	...	Ajmere.	
	Carried over .	9,034	324	1,015	7,607	8,946	88	81	7		

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1898—concld.

STATEMENT No. 42—*concld.*

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant-Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward . . .	9,034	324	1,015	7,607	8,946	88	81	7		
XLIII	Southern Mahratta railway . .	730	18	85	610	713	17	6		Hubli.	
XLVI	South Indian railway . . .	(*a*)1,512	40	179	1,138	1,357	155	7	...	Negapatam.	(*a*) Including 100 non-railway employés.
XLIX	Burma railways . . .	(*b*) 635	11	45	544	600	35	9	2	Rangoon.	(*b*) Including 154 non-railway employés.
LIV	Rohilkund and Kumaon railway (Company's section)—										
	Rohilkund Volunteer Rifles .	28	1	2	25	28	...	1	...	Bareilly.	
LXXI	Bhávnagar-Gondal-Junágad-Porbandar railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles "F" Company	76	3	9	63	75	1	1	...	Bhávnagar Para.	
LXXXI	Darjeeling-Himalayan railway—										
	Northern Bengal Mounted Rifles, "A" and "B" Troops.	13	1	1	11	13	...	...	...	Darjeeling.	
LXXXVII	Morvi railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company.	2	...	...	2	2	...	1	...	Bhávnagar Para.	
	TOTAL .	12,030	398	1,336	10,000	11,734	296	106	9		

4. Statement No. 43 on the two following pages shows the strength and cost of police on the standard and metre gauge railways (open lines), and the amount of compensation payments made during 1897 on account of thefts.

STATEMENT

Strength and cost of the police force on the standard and metre gauge railways (open

Classification No.	RAILWAY.	Subordinate Officers.	Constables and men.	PORTION OF THE TOTAL ANNUAL	
				Supervision.	Constables and men.
	STANDARD GAUGE.	Average No.	Average No.	Rs.	Rs.
	State lines worked by companies.				
I	EAST INDIAN (*a*)	29	1,554	44,431	1,11,428
II	BENGAL CENTRAL (*b*)	9	18	1,389	1,600
III	BENGAL-NÁGPUR	6	282	6,878	23,393
IV	INDIAN MIDLAND (*c*)	27	233	21,059	16,877
VI	GODHRA-RUTLAM-NÁGDÁ	5	44	2,149	6,698
	State lines worked by the State.				
XI	NORTH WESTERN (*d*)	188	1,961	...	1,03,611
XII	HYDERABAD-SHADIPALLI	1	26	...	2,088
XIII	OUDH AND ROHILKHAND (*e*)	...	388	(*f*) 261	28,738
XIV	EASTERN BENGAL (*g*)	53	570	764	32,409
XVI	EAST COAST	...	70	...	9,822
	Lines worked by guaranteed companies.				
XVIII	GREAT INDIAN PENINSULA (*i*)	21	1,018	32,998	1,08,280
XIX	BOMBAY, BARODA AND CENTRAL INDIA	50	382	13,824	37,306
XX	MADRAS (*k*)	7	251	12,453	20,899
	Line owned by native state and worked by company.				
XXXII	THE NIZAM'S GUARANTEED STATE (*l*)	26	160	10,463	22,218
	Line owned by native state and worked by state railway agency.				
XXXVI	RÁJPURA-BHÁTINDA	5	45	...	754
	METRE GAUGE.				
	State lines worked by companies.				
XXXIX	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	5	372	5,591	25,425
	COMPANY'S SECTION (*b*)				
XLI	RAJPUTANA-MALWA (*m*)	136	652	41,552	87,501
XLIII	SOUTHERN MAHRATTA (*n*)	13	778	18,078	39,912
XLVI	SOUTH INDIAN (*p*)	...	227	...	(*q*) 42,663
XLVIII	ASSAM-BENGAL	1	67	1,726	6,310
XLIX	BURMA	61	390	...	25,438
	Assisted companies.				
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*s*)	11	123	...	...
LV	BENGAL DOOARS	...	2	...	1,243
	Line owned and worked by native state.				
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*t*)	24	136	...	...
	TOTAL STANDARD AND METRE GAUGES	678	9,749	2,13,616	8,04,613

* Based on figures given

No. 43.

lines) and the amount of compensation payments due to thefts for the year 1897.

COST BORNE BY THE RAILWAY.*		Cost of force to the railway per mean mile worked.	Compensation payments due to thefts or carelessness of police.	Compensation payments per 1,000 tons of goods moved during the year.	Mean mileage worked during the year (see also statement No. 32, Chapter IX).	Classification No.	Remarks.
Contingencies.	Total cost of force to the railway.						
Rs.	Rs.	Rs.	Rs.	Rs.	Miles.		
23,023	1,78,882	93·04	11,186	2	1,922·63	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
5,730	8,719	69·74	...	...	125·01	II	(b) Although for convenience classed amongst State railways this line is the property of a company.
2,147	32,418	37·59	247	...	862·33	III	
2,994	40,930	43·32	...	...	944·82	IV	(c) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
455	9,302	66·01	62	...	140·91	VI	
8,349	1,11,960	39·80	1,603	...	2,813·13	XI	(d) Including the Jammu and Kashmir railway (Native state section.)
...	2,088	35·44	...	...	58·91	XII	
1,289	30,288	34·49	1,653	2	878·09	XIII	(e) Including the Cawnpore-Burhwal railway (metre gauge link).
74	33,247	40·71	3,487	3	816·74	XIV	(f) Represents the pay of one clerk.
4,156	13,978	26·17	...	...	(h) 534·03	XVI	(g) Including the metre and special gauge sections of the Eastern Bengal State railway.
							(h) Including 2·66 miles (laid on mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0.33 miles (metre gauge) which is worked over only by the Southern Mahratta railway.
12,909	(j) 1,54,187	103·39	2,786	1	1,491·30	XVIII	(i) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
5,447	56,577	122·75	6,049	5	460·90	XIX	(j) The cost shown against this railway represents $\frac{1}{10}$ths of the total cost of the police force.
5,141	38,493	44·88	1,554	2	857·68	XX	(k) Including the Madras-Ennúr section of the Bezwada-Madras railway and the Kolar Gold-fields railway.
772	33,453	94·31	465	1	354·70	XXXII	(l) Including the Bezwada extension (East Coast State railway).
...	751	6·98	16	...	107·94	XXXVI	(m) Including the Pálanpur-Deesa and Ahmedabad-Parántij railways, and 40·21 miles (Mehsána-Viramgám section) of the Gaekwar's Mehsána railway.
						XXXIX	
1,361	32,377	39·69	1,657	2	815·66		(n) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Yesvantpur-Mysore frontier, the Mysore-Nanjangúd, and the Kolhápur railways.
2,810	1,31,863 (o)	74·91	4,273	3	(m) 1,760·36	XLI	(o) Including arrear charges adjusted in 1897, on account of police employed on the ceded portions of the Mysore railway, from 1st April to 31st December 1896, and cost of travelling and detective police employed in the Madras Presidency from 1st October 1895 to 31st December 1896.
11,660	1,19,650	76·88	1,543	2	1,556·20	XLIII	
...	42,663	38·66	2,841	3	1,103·38	XLVI	(p) Including the Mávavaram-Mutupet and the Pondicherry railways.
1,162	9,198	30·54	...	...	(r) 301·18	XLVIII	(q) Including Rs. 29,687, being cost of Government supervision.
...	25,438	28·68	2,088	3	887·00	XLIX	(r) Including the Gauháti-Jamuna Mukh section 74·73 miles, temporarily closed from the 13th June 1897, on account of damages done by the recent earthquake.
...	13,392	47·94	788	1	279·32	LIV	(s) Including the Lucknow-Bareilly section.
40	1,283	95·25	...	...	36·40	LV	
...	(u) 24,180	57·63	595	2	419·54	LXXI	(t) Including the Jetalsar-Rájkot and Jámnagar railways. (u) Figures taken from the Revenue Accounts, which include Rs. 7,226 on account of railway magisterial charges.
89,519	11,45,320	58·65	42,893	1	19,528·16		

in the Revenue Accounts.

CHAPTER XIII.

Rolling-stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways, and the work obtained from each during the year 1897 :

STATEMENT No. 44.

Classification No.	RAILWAY.	Number of locomotives on the line on 31st December 1896.	Number added during 1897. *	Average number of locomotives in use during 1897.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine *per diem*.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN (*a*) . . .	596	34	628	15,954,902	25,406	69·61	(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
II	BENGAL CENTRAL . . .	23	...	23	470,647	20,463	56·06	
III	BENGAL-NÁGPUR . . .	118	...	112	2,006,022	17,921	49·29	
IV	INDIAN MIDLAND (*b*) . .	111	14	125	1,999,114	15,993	43·82	(*b*) Including the Bhopal-Itársi, the Bína-Goona and the Bhopal-Ujjain railways.
	State lines worked by the State.							(*c*) Including the Hyderabad-Shadipalli, the Southern Punjab (Delhi-Samásata) and the Rájpura-Bhátinda railways, and the Jammu and Kashmir railway (Native state section), but excluding the stock belonging to the metre gauge section of the old Bolán railway (Quetta loop).
XI	NORTH WESTERN (*c*) . .	602	20	575	10,308,905	17,930	49·12	
XIII	OUDH AND ROHILKHAND .	166	...	154	2,754,534	17,898	49·04	
XIV	EASTERN BENGAL . . .	94	10	96	2,828,076	29,349	80·41	
XVI	EAST COAST	57	...	51	1,166,464	22,872	62·66	
	Lines worked by guaranteed companies.							
XVIII	GREAT INDIAN PENINSULA (*d*)	605	...	605	10,315,091	17,050	46·71	(*d*) Including the Wardha Coal, the Dhond-Manmád, the Khámgáon and the Amráoti railways
XIX	BOMBAY, BARODA AND CENTRAL INDIA (*e*) . . .	165	(*f*)—3	163	3,300,933	20,252	55·49	(*e*) Including the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain and the Gaekwar's Petlád railways
XX	MADRAS (*g*)	166	...	166	3,152,828	18,993	52·04	(*f*) Two added but 5 withdrawn during 1897. (*g*) Including the Madras-Ennúr section (Bezwada-Madras railway) and the Kolar Gold-fields railway.
	Line owned by native state and worked by company.							
XXXII	THE NIZAM'S GUARANTEED STATE (*h*)	50	...	50	1,033,629	20,673	56·64	(*h*) Including the Bezwada extension (East Coast State railway), also 8 10 miles of line worked over twice by each train.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT No. 44—*concld.*

Classification No.	RAILWAY.	Number of locomotives on the line on 31st December 1896.	Number added during 1897. *	Average number of locomotives in use during 1897.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine *per diem*.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . .	110	...	102	2,406,029	23,473	64·31	
	COMPANY'S SECTION . .							
XLI	RAJPUTANA-MALWA (*a*) . .	441	(*b*)—*15*	433	6,039,790	13,935	38·18	(*a*) Including the Pálanpur-Deesa, the Ahmedabad-Parántij, the Gaekwar's Mehsána and the Oodeypore-Chitor railways. (*b*) One added but 16 withdrawn during 1897.
XLIII	SOUTHERN MAHRATTA (*c*) .	220	...	197	4,458,639	22,575	61·85	(*c*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
XLVI	SOUTH INDIAN (*d*) . . .	204	1	202	4,262,419	21,152	57·95	(*d*) Including the Máyavaram-Mutupet and the Pondicherry railways.
XLVIII	ASSAM-BENGAL . . .	44	9	29	484,661	16,712	45·79	
XLIX	BURMA	145	2	140	3,269,297	23,269	63·75	
	State line worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) . . .	79	...	71	1,805,029	25,380	69·53	
	DACCA SECTION . . .	12	...	11	261,097	23,932	65·57	
	Assisted company.							
LIV	ROHILKUND AND KUMAON Company's section (*e*) .	27	...	26	561,969	21,614	59·22	(*e*) Including the Lucknow-Bareilly section.
	Lines owned and worked by native States.							
LXIX	JODHPORE-BICKANEER . .	17	...	17	404,095	23,770	65·12	
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*f*) . .	35	...	33	660,434	20,013	54·83	(*f*) Including the Jetalsar Rájkot and the Jámnagar railways.

2. Statement No. 45 on the four following pages shows the number of engines and vehicles on the list on the 31st December 1897, and the number of miles run by trains during 1897.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT

Engines and vehicles on the list on the 31st December 1897, and the number of miles travelled by

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, Chapter IX.)	NUMBER OF ENGINES AND CARRIAGES.						
			Engines.	1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite.	Total number.
	STANDARD GAUGE.	Miles.	No.	No.	No.	No.	No.	No	No.
	State lines worked by companies.								
I	EAST INDIAN (*a*)	1,922·63	630	77	88	73	770	161	1,169
II	BENGAL CENTRAL	125·01	23	5	4	10	40	18	77
III	BENGAL-NÁGPUR	862·33	118	8	15	8	181	41	253
IV	INDIAN MIDLAND (*b*)	944·82	125	27	22	...	220	57	326
V	BHOPAL-ITÁRSI (BRITISH SECTION)	(13·11)	...	...	...	...	Worked by the		Indian
VI	GODHRA-RUTLAM-NÁGDÁ	(140·91)	...	...	...	...	Worked by the		Bombay,
VII	WARDHA COAL	(44·88)	...	...	...	...	Worked by the		Great
VIII	DHOND-MANMÁD	(145·44)							
IX	BEZWADA EXTENSION (EAST COAST STATE)	(21·47)	...	...	...	...	Worked by the Nizam's Guaran		
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	(8·45)	...	...	...	...	Worked by the		Madras
	TOTAL	3,854·79	896	117	129	91	1,211	277	1,825
	State lines worked by the State.								
XI	NORTH WESTERN (*c*)	3,036·94	622	104	94	110	831	235	1,374
XII	HYDERABAD-SHADIPALLI	(58·91)	...	...	...	...	Worked by the		North
XIII	OUDH AND ROHILKHAND	812·37	166	41	27	28	262	99	457
XIV	EASTERN BENGAL	252·62	104	13	12	20	167	105	326
XV	CALCUTTA PORT COMMISSIONERS'	8·53	8	...	...	...	...	...	...
XVI	EAST COAST	(*d*) 531·03	57	15	20	...	168	27	230
	TOTAL	4,644·49	957	173	153	167	1,428	466	2,387
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA (*f*)	1,491·31	605	90	157	...	555	88	890
XIX	BOMBAY, BARODA AND CENTRAL INDIA (*g*)	649·83	162	26	41	22	257	66	412
XX	MADRAS (*h*)	857·68	166	34	70	...	394	51	549
	TOTAL	2,998·82	933	150	268	22	1,206	205	1,851
	Assisted companies.								
XXI	DELHI-UMBALLA-KALKA	(162·24)	...	...	...	...	Worked by the		East Indian
XXII	TARKESSUR	(22·23)							
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	(56·96)	...	...	...	...	Worked by th		North
	TOTAL	(241·43)	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.								
XXVII	KHÁMGAON	(7·55)	...	...	...	...	Worked by th		Great
XXVIII	AMBÁOTI	(5·14)							
XXIX	BÍNA-GOONA	(71·74)							
XXX	BHOPAL-UJJAIN	(113·52)	...	...	...	...	Worked by th		Indian
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	(44·28)							
XXXII	THE NIZAM'S GUARANTEED STATE (*i*)	354·70	50	15	8	...	50	21	94
XXXIII	NÁGDÁ-UJJAIN	(34·67)	...	...	...	...	Worked by th		Bombay,
XXXIV	THE GAEKWAR'S PETLÁD	(13·35)							
XXXV	KOLAR GOLD-FIELDS	(10·00)	...	...	...	...	Worked by th		Madras
	TOTAL	354·70	50	15	8	...	50	21	94
	Lines owned by native states and worked by state railway agency								
XXXVI	RÁJPURA-BHÁTINDA	(107·94)	...	...	...	...	...	Worked by the	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION	(15·92)							
	TOTAL	(123·86)	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE	11,852·80	2,836	455	558	280	3,895	969	6,157

NOTE.—The mileages shown within brackets

No. 45.

trains on the standard and metre gauge railways, during the year ending with the 31st December 1897.

VEHICLES.			NUMBER OF TRAIN-MILES RUN.					Classification No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans).	Goods vehicles of all descriptions (excluding brake vans and cranes).	Brake-vans.	Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.		
No.	No.	No.	Miles.	Miles	Miles.	Miles.	Miles.		
187	10,034	341	5,208,714	7,998,244	4,239,724	13,206,958	6,869·21	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
12	494	10	225,628	180,742	286,410	406,370	3,250·70	II	
40	3,413	123	652,882	1,147,390	1,214,873	1,800,272	2,087·68	III	
46	2,059	126	819,811	937,013	764,101	1,756,824	1,859·43	IV	(b) Including the Bhopal-Itárs, the Bina-Goona, and the Bhopal-Ujjain railways.
Midland railway		...	...	...	...	...	...	V	
Baroda and Central India railway				...	...	...	...	VI	
Indian Peninsula railway			...	...	...	...	...	VII VIII	
teed State railway		...	...	...	...	...	...	IX	
railway	...	...	...	...	...	...	...	X	
285	16,000	600	6,907,035	10,263,389	6,505,108	17,170,424	4,454·31		
305	10,790	523	4,045,422	5,061,881	3,552,911	9,107,303	2,998·84	XI	(c) Including the Hyderabad-Shadipalli, the Southern Punjab (Delhi-Samásata) and the Rájpura-Bhátinda railways and the Jammu and Kashmir railway (Native state section), but excluding the stock belonging to the metre gauge section of the old Bolán railway (Quetta loop).
Western State railway		...	...	...	...	...	...	XII	
105	4,330	147	1,062,658	1,233,949	1,270,706	2,296,607	2,827·05	XIII	
96	2,069	57	1,011,059	1,021,128	411,729	2,032,187	8,044·44	XIV	
...	372	...	Information not available			...	...	XV	(d) Including 2·66 miles (laid on mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·3 mile (metre gauge) which is worked over only by the Southern Mahratta railway.
19	1,413	65	525,246	492,645	862,930	1,017,891	1,906·06	XVI	
525	18,974	792	6,644,385	7,809,603	6,098,270	14,453,988	(e)3,112·07		(e) Excluding the Calcutta Port Commissioners' railway.
216	7,816	650	4,214,815	4,831,983	735,382	9,096,798	6,099·87	XVIII	(f) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti railways.
35	4,223	94	1,539,283	1,308,784	533,285	2,848,057	4,382·79	XIX	(g) Including the Godhra-Rutlam-Nágdá, the Nágdá-Ujjain, and the Gaekwar's Petlád railways.
103	2,915	178	1,292,674	1,354,762	1,407,265	2,647,436	3,686·74	XX	(h) Including the Madras-Ennúr section (Bezwada-Madras railway) and the Kolar Gold-fields railway.
384	14,984	922	7,046,772	7,545,529	2,675,932	14,592,301	4,866·01		
railway	...	...	...	...	...	...	...	XXI XXII	
Western State railway		...	...	...	...	...	...	XXIII	
...	...	...	...	...	...	...	...		
Indian Peninsula railway			...	...	...	...	...	XXVII XXVIII	
Midland railway		...	...	...	...	...	...	XXIX XXX XXXI	
18	835	41	229,173	680,447	461,454	909,620	2,564·48	XXXII	(i) Including the Bezwada extension (East Coast State railway), also 3·10 miles of line worked over twice by each train.
Baroda and Central India railway				...	...	...	...	XXXIII XXXIV	
railway	...	...	...	...	...	...	...	XXXV	
18	835	41	229,173	680,447	461,454	909,620	2,564·48		
North Western State railway			...	...	...	...	...	XXXVI XXXVII	
...	...	...	...	...	...	...	...		
1,212	50,793	2,355	20,827,365	26,298,968	15,740,770	47,126,333	3,975·97		

are not included in the totals, as they are included with the mileages of the home lines.

STATEMENT

Engines and vehicles on the list on the 31st December 1897, and the number of miles travelled by trains

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, Chapter IX).	NUMBER OF ENGINES	CARRIAGES:					
			Engines.	1st class.	2nd class.	3rd or intermediate class	Lowest (3rd or 4th) class.	Composite.	Total number.
	METRE GAUGE.	Miles.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.								
XXXIX	BENGAL AND NORTH-WESTERN— (*a*) TIRHOOT SECTION	881·38	110	39	15	...	359	76	489
	COMPANY'S SECTION								
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	(213·40)	...	...	...	...		Worked by the	Rohilkund
XLI	RAJPUTANA-MALWA (*b*)	1,873·17	426	122	99	50	773	114	1,158
XLII	PÁLANPUR-DEESA	(17·28)	...	...	...	...	...		Worked by the
XLIII	SOUTHERN MAHRATTA (*c*)	1,556·20	(*d*) 220	19	41	...	482	94	636
XLIV	GUNTAKAL-MYSORE FRONTIER	(119·50)	...	...	...	...	...	Worked by t	he Southern
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	(296·00)							
XLVI	SOUTH INDIAN (*e*)	1,103·38	205	19	44	...	628	72	763
XLVII	MÁYAVARAM-MUTUPET	(53·99)	...	...	...	...	...	Worked	by the South
XLVIII	ASSAM-BENGAL	301·18	53	1	...	...	69	20	90
XLIX	BURMA	887 00	147	84	48	...	363	60	505
	TOTAL	6,602 31	1,161	234	247	50	2,674	436	3,641
	State line worked by the State.								
L	EASTERN BENGAL — NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·20	79	10	10	32	170	52	274
	DACCA SECTION	85·92	12	4	4	2	30	16	56
	TOTAL	564·12	91	14	14	34	200	68	330
	Assisted companies.								
LIII	DEOGHUR	4·79	3	...	...	...	8	2	10
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*g*)	279·32	27	11	3	3	94	21	132
LV	BENGAL DOOARS	36·40	4	...	...	...	14	5	19
LVI	DIBRU-SADIYA	77·50	18	...	...	...	27	8	35
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY	...	Information not available				...	...	...
LVIII	AHMEDABAD-PARÁNTÍJ	(28·93)	...	...	...	...		Worked by the	Rajputana-
	TOTAL	398·01	52	11	3	3	143	36	196
	Lines owned by native states and worked by companies.								
LXIII	THE GAEKWAR'S MEHSÁNA	(92·63)	...	...	...	...		Worked by the	Rajputana-
LXIV	KOLHÁPUR	(29·07)							
LXV	YESVANTPUR-MYSORE FRONTIER	(51 35)	...	...	...	...		Worked by the	Southern
LXVI	MYSORE-NANJANGÚD	(15·25)							
	TOTAL	(188·30)	...	...	...	...	...	...	...
	Lines owned and worked by native states.								
LXIX	JODHPORE-BICKANEER— JODHPORE SECTION	364·00	17	7	2	...	48	6	63
	BICKANEER SECTION								
LXX	OODEYPORE-CHITOR	(60·39)	...	...	...	...		Worked by the	Rajputana-
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*i*)	379·69	33	22	9	...	128	21	180
LXXII	JETALSAR-RÁJKOT	(46·23)	...	...	...	...	Worked b	y the Bhávn	agar-Gondal-
LXXIII	JÁMNAGAR	39 85	(*j*)	2	2	...	19	...	23
	TOTAL	783 54	50	31	13	...	195	27	266
	Foreign lines.								
LXXVI	WEST OF INDIA PORTUGUESE	51·11	12	2	2	...	16	3	23
LXXVII	PONDICHERRY	(7·80)	...	...	...	...	...	Worked	by the South
	TOTAL	51·11	12	2	2	...	16	3	23
	TOTAL METRE GAUGE	8,399 09	1,366	292	279	87	3,228	570	4,456

NOTE.—The mileages shown within brackets

No. 45—*concld.*

on the standard and metre gauge railways, during the year ending with the 31st December 1897—concld.

AND VEHICLES.			NUMBER OF TRAIN-MILES RUN.					Classification No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans).	Goods vehicles of all descriptions excluding brake-vans and cranes).	Brake-vans.	Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.		
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.		
								XXXIX	(*a*) Including the Cawnpore-Búrhwal (metre gauge link).
26	3,032	97	960,141	1,183,414	1,489,073	2,143,555	2,432·04		
and Kuma	on railway (Company's section)		...	...	...	...	...	XL	
169	6,981	282	2,213,090	2,991,478	2,614,880	5,204,568	2,778·48	XLI	
Rajputana	-Malwa railway		...	...	...	...	...	XLII	(*b*) Including the Pálanpur-Deesa, the Ahmedabad-Paráutij, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
83	4,684	193	1,315,744	2,797,480	2,897,444	4,113,224	2,643·12	XLIII	(*c*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolháp ur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways; also 2·99 miles of the East Coast State railway worked over.
Mahratta	railway	...	...	...	..	...	...	XLIV XLV	
134	3,284	66	2,020,398	1,620,217	1,275,243	3,640,615	3,299·51	XLVI	
Indian ra	ilway	...	...	...	...	...	...	XLVII	(*d*) Including the tender of a condemned engine.
27	1,083	34	154,423	245,656	308,594	400,079	1,328·37	XLVIII	(*e*) Including the Máyavaram-Mutupet and the Pondicherry railways.
108	3,494	136	1,171,675	1,635,129	1,694,491	2,806,804	3,164·38	XLIX	
547	22,558	808	7,835,471	10,473,374	10.279,725	18,308,845	2,775·10		
61	2,060	49	600,496	851,477	730,164	1,451,973	3,036·33	L	
11	246	10	133,141	76,755	194,173	209,896	2,442·92		
72	2,306	59	733,637	928,232	924,337	1,661,869	2,945·05		
...	8	2	...	...	...	(*f*) 13,384	2,794·15	LIII	(*f*) Cannot be apportioned between coaching and goods.
16	659	27	188,348	282,951	384,987	471,299	1,687·31	LIV	(*g*) Including the Lucknow-Bareilly section.
2	(*h*) 106	5	21,633	39,782	35,662	61,415	1,687·23	LV	(*h*) Including one dummy truck attached to travelling crane.
7	800	20	37,973	172,709	113,920	210,632	2,718·48	LVI	
...	...	...	...	...	...	...	...	LVII	
Malwa r	ailway	...	...	...	...	...	...	LVIII	
25	1,573	54	247,954	495,442	534,565	756,780	1,901·41		
Malwa	railway	...	...	...	...	...	...	LXIII	
Mahratta	railway	...	...	...	...	...	...	LXIV LXV LXVI	
...	...	...	...	...	...	...	...		
6	220	12	166,490	214,670	315,230	381,160	1,047·14	LXIX	
Malwa r	ailway	...	...	...	...	...	....	LXX	
10	893	37	312,579	274,679	335,845	587,258	1,546·68	LXXI	(*i*) Including the Jetalsar-Rájkot railway.
Junágad-	Porbandar	railway	...	...	...	...	...	LXXII	(*j*) Worked by the engines of the Bhávnagar-Gondal-Junágad-Porbandar railway as a temporary measure.
1	100	4	22,162	7,981	25,718	30,143	756·41	LXXIII	
17	1,213	53	501,231	497,330	676,793	998,561	1,274·42		
1	146	13	26,136	24,981	29,163	51,117	1,000·14	LXXVI	
Indian rail	way	...	...	...	...	...	...	LXXVII	
1	146	13	26,136	24,981	29,163	51,117	1,000·14		
662	27,796	987	9,344,429	12,419,359	12,444,583	21,777,172	2,592·80		

are not included in the totals, as they are included with the mileages of the home lines.

CHAPTER XIV.

Flood damages.

General remarks.

Owing to heavy rain, the floods during the year were exceptionally severe.

The following paragraphs furnish a brief description of the principal floods and the earthquake which occurred during the year, and of the damage to the several railways concerned.

East Indian Railway (standard gauge).

2. On the 13th July, exceptionally heavy rainfall between Nawádih and Mokameh junction scoured out the bank for a length of 1,500 feet, and the water, getting in behind the abutment of the bridge (one of 12-foot girder) at mile 254·37, breached the embankment at that place. The water appears to have commenced to spill over the line just as an up goods train was passing. The train ran into the breach, parting between the 27th and 28th vehicles, some vehicles being damaged and derailed and blocking the line.

The down line was opened for single line working on the 14th, and double line working was resumed on the 17th July.

Indian Midland Railway system (standard gauge).

3. On the 18th July, owing to heavy rain, the line was partially breached behind the south abutment of the Orai Nuddi bridge, at mile 307, Jhánsi-Cawnpore section, necessitating the transhipment of all trains on that date, and of the down mail train on the 19th July.

North Western State Railway system (standard gauge).

4. The ballast between Damboli and Lindsay stations, (miles 420/15 to 421/3), on the Ruk-Sibi section, was washed away by floods on the night of the 15th August, and the line rendered unsafe for traffic; on the 16th, the bank was breached at mile 423/9, and on the 18th, the water topped the bank at various places between miles 421 and 425. The mails and passengers were transhipped until the line was re-opened for traffic on the night of the 20th.

On the Sind-Pishin section, the rivers between Sibi and Sharigh stations were subjected, from the 26th August to the 6th September, to a series of heavy floods which did considerable damage to the protection works between Sunari and Spintangi; 700 feet of line were washed away in Spintangi station-yard, 600 feet at mile 495/5-7, between Spintangi and Suñari, and 40 feet behind the north pier abutment of the Gurmahi bridge near Spintangi; and one of the piers of the Nákus bridge (20 spans of 20 feet), at mile 517, between Nákus and Sharigh, was overturned. The Nari river was in flood for several days, and traffic was stopped below Harnáí from the 21st August to the 4th September.

Oudh and Rohilkhand State Railway (standard gauge).

5. On the night of the 24th July, the Gurrah river, which crosses the main line at mile 314, between Sháhjahánpur and Banthra stations, rose to a considerable height, and by the morning of the 25th, the flood water scoured out two-thirds of the width of the main embankment to the east of the Gurrah bridge. By the evening of the 25th, the flood rose to 490·34 or 1·68 feet below the highest recorded flood of 1871, and all goods traffic had to be stopped, and the passenger traffic carried on by transhipment along the remaining one-third of the bank. Through traffic was restored, with a restriction of speed to 5 miles an hour, over the newly-made embankment from the afternoon of the 30th July.

Eastern Bengal State Railway system (standard, metre and special gauges).

6. A severe earthquake occurred on the 12th June. The damage was most severe on the Northern section, main line, and on the lines east of Párbatipur.

On the main line, a service of one train each way daily was started between Sára and Saidpur stations from the 16th June, trains being pushed across the Baroloe and Atrai bridges and passengers transhipped at the Burral bridge. A through service for a limited number of passengers between Calcutta and Darjeeling was established from the 20th June, passengers being conveyed in trollies over portions not sufficiently repaired by that time to take engines. Passengers who left Darjeeling on the 23rd June were taken through in carriages from Siliguri to Sára, and through-booking of all coaching traffic was resumed on the 24th June; goods trains were run on the 25th June, and through goods traffic resumed on the 28th June. On the Behar section, communication was practically interrupted for one day only. Coaching traffic was transhipped at the Atrai bridge between Dinagepore and Párbatipur stations on the 14th, and trains pushed across on and from the 16th June. On the Rungpore branch, the traffic up to Rungpore was resumed on the 26th June, and up to Kaunia on the 8th July. On the Kaunia-Dharlla railway, the traffic was resumed from Teesta to Jatrapur on the 8th July and from Teesta junction to Moghalhát on the 9th July, with transhipment at the Manas and Rutnai bridges. On the Dacca section, communication below Gáfargáon was not interrupted. The line from Gáfargáon to Bálipárá was re-opened on the 19th June, and on to Mymensingh on the 28th June.

On the 13th June, the line was breached between Forbesganj and Debiganj stations on the Behar section, and all booking was stopped. Traffic was resumed on the 1st November.

On the 31st July, owing to the Dharlla and Brahmaputra rivers being in flood, the lines between Dharlla, left bank, and Jatrapur, on the Kaunia-Dharlla section, was breached and submerged 3 feet for about 300 yards. The ghât at Jatrapur was also under water, and all houses, coolie sheds, etc., were flooded. The line was repaired on the 7th August, and trains ran through to Jatrapur from that date.

On the 31st August and 1st and 2nd September, the Kaunia-Dharlla section was again breached in several places. Traffic was resumed on the 12th October.

East Coast State Railway (*standard gauge*).

7. Owing to heavy local rain on the afternoon of the 4th September, the south approach to the girder bridge (one span of 12 feet) at mile 258/3 was washed away. Traffic was entirely interrupted for nine hours only.

Great Indian Peninsula Railway system (*standard gauge*).

8. On the 7th of August, owing to heavy rain, a very heavy slip of rock and murum, estimated at about 30,000 cubic feet, fell, from the up hill side, blocking both roads at the upper end of No. 21 Bhore Ghât tunnel. Part of the slip fell on the parapet of the tunnel, carrying away some 15 feet of coping and bulging the two top courses for a length of 12 feet. The up road was cleared for traffic by mid-day on the 9th August and the down road in the afternoon of the 10th idem.

Owing to exceedingly heavy rain on the night of the 6th August and morning of the 7th, the line between Badlápur and Wangni stations was damaged by flood, breaches being caused in two places in the 42nd mile and in two places in the 44th mile, involving complete suspension of traffic. The up line between Badlápur and Wangni was restored in the afternoon of the 8th August, and traffic on the down line was fully resumed on the afternoon of the 10th August.

On the 14th August, owing to very heavy rain, water rose to within 1 foot 6 inches of the girders at the double 30-foot girder bridge at mile 444·09, and the embankment was badly scoured behind the south-west wing. This scour was filled in on the following day, but on the 20th the whole of the abutment and the south-west wing fell forward without warning of any kind; the north-west wing and a portion of the pilaster were alone left standing. In falling forward, the mass of masonry in the abutment struck the pier and

caused it to lean over 7 inches out of the perpendicular, and at the same time carried the earth in the embankment behind with it for about 20 feet back. A pathway and a small planked bridge over the nala were put in hand and brought into use on the morning of the 21st August for the transhipment of the up mail passengers. By the evening of the same day, the road was made ready for the passage of empty vehicles, all trains were allowed to be pushed over the bridge on the 23rd, and on the 26th the bridge was passed by the Government Inspector for trains and engines to cross over at a speed of 4 miles an hour.

Rajputana-Malwa Railway (metre gauge).

9. During very heavy rain on the night of the 17th July, the country between Somesar and Jawáli stations, Abu Road division, was flooded, and at mid-day on the 18th the rails were topped, and a length of 90 feet of bank, 8 feet high, was washed away between the Dhutaria nala, mile 381, and Somesar station. Traffic was resumed on the night of the 19th idem.

Southern Mahratta Railway system (metre gauge).

10. On the 21st September, owing to heavy rain, the ballast was washed away from under the sleepers for a length of one telegraph post at mile 236/8, between Bidadi and Closepet stations, causing the engine of No. 70 down mixed train, nine covered goods wagons and three third class carriages to be derailed and thrown off the line. The line was restored on the 22nd idem. Four passengers were injured, and the rolling-stock was considerably damaged.

On the 23rd September, the engine of a down mixed train, one accident van and four third class carriages were precipitated into the Mullur river, which was in flood at mile 246/2, between Channapatna and Mudgeri stations, owing to the failure of three of the arches of the bridge. The next carriage (a second class) hung over the side of the pier, the lower end partly submerged in the water, and the succeeding first class carriage hung a little over the gap. Four railway servants were drowned and two were injured, and, as far as known, sixteen passengers were killed and the same number injured. The rolling-stock was considerably damaged.

On the 27th September, owing to heavy rain, the Chitwadi main irrigation canal burst, and the bank between the level crossing at the east end of Hospet station (mile 163/22-23) and the 15-foot arch bridge at mile 163/23 was washed away. The earthwork in the dead end on the north-east side of the station-yard, for about 150 feet in length, was carried away by the flood, and the whole of the Hospet station-yard was $1\frac{1}{2}$ feet under water. The line at these places was restored on the 1st October.

South Indian Railway (metre gauge).

11. On the 6th September, heavy rain washed away the ballast and a portion of a low bank at mile B 246/1-3, damaging the bank for 300 feet. Traffic was interrupted for ten hours.

On the 27th September, a heavy flood washed out two piers of the temporary bridge at mile B 324/12-13, on the diversion constructed by the Bezwada-Madras railway in the Gudur valley, for conversion of the metre to the broad gauge. The floods continuing, traffic was not resumed on the main line till the 3rd October.

Assam-Bengal Railway (metre gauge).

12. On the 12th June, an earthquake damaged the line above Akhaura (mileage 125 from Chittagong). Traffic above Akhaura was at once stopped and not re-opened until—

20th July 1897, from Akhaura to Srimangal for goods and parcels.
24th „ „ „ Srimangal to Kuláura for „ „
30th „ „ „ Akhaura to Kuláura for local passenger traffic by goods trains on alternate days.
8th August 1897, from Akhaura to Karimganj for all description of traffic.

The Gauháti-Jamuna Mukh section (74·73 miles) was also closed on account of the damage it sustained by the earthquake, and has not yet been re-opened.

Burma Railways (metre gauge).

13. On the 17th August, exceptionally heavy rain in the Pyuntaza district caused the Yayandy Choung to overflow its banks and an overflow bridge of two spans of 20 feet collapsed entirely, and at the same time a breach of nearly 100 feet was made in the bank. Trains were stopped on each side and passengers transhipped. The breach was spanned by a temporary pontoon bridge, for foot passengers, while a pile bridge was being constructed for trains. The pile bridge was completed and through running resumed on the 9th September.

On the 16th October, there was a very sudden and exceptional flood in the Youbin Choung, which scoured out a great portion of its bed at the railway crossing and affected the foundations of one of the piers of the railway bridge, mileage 217, (one span of 100 feet and two spans of 40 feet on well foundations). One pier was scoured out to within three feet of the bottom of the well and heeled over, throwing the girders considerably out of line and level. The mail train passing over the bridge at the time had the engine derailed, but no further damage was done. Passengers were transhipped for the following two days, when through running over the bridge at slow speed was resumed.

Rohilkund and Kumaon Railway system (metre gauge).

14. On the 25th and 26th September, upwards of seventeen inches of rain fell in the Nainital and neighbouring districts. The result was an unprecedented flood in the Gola river, which passes near Haldwáni, and afterwards crosses the line near Kichha. Near Haldwáni, the river cut away its right bank and breached the railway, flooding the line for fully a mile between Kichha station and Kichha bridge, and washing away a good deal of ballast. The line was repaired and through rail communication again established by the evening of the 27th September.

Bengal Dooars Railway (metre gauge).

15. On the 12th June, the permanent-way was badly disturbed in places, for 18 miles, by an earthquake. Traffic was stopped, but resumed from the 21st idem.

Jorhát Railway (2′ 0″ gauge).

16. On the 4th September, an exceptionally heavy flood occurred in the Brahmaputra, washing away the embankment at mile 0/5, between Gosáigáon and Potiagaon stations, and causing a gap of one hundred feet in the line. Traffic on this portion of the line was suspended, and a temporary station and telegraph office established at Potiagaon station on the 8th September 1897. The repairs to the breach were completed and traffic resumed on the 8th October 1897.

Darjeeling-Himalayan Railway (2′ 0″ gauge).

17. On the 25th June, owing to heavy rain, the line and cart-road near Tindhária at mile 19·50 were blocked by slips. This necessitated transhipment at that point, until through communication was restored on the 28th idem.

Cherra-Companyganj Railway (2′ 6″ gauge).

18. On the 12th June, an earthquake occurred which wrecked the bridges on the quarry line, and the Companyganj bridge was thrown partially out of plumb and had one cylinder snapped across about three feet from the bottom. The banks settled and cracked in every direction and were very badly fissured and practically levelled to the ground between Tharriá and Bholáganj stations. The permanent-way was thrown out of the straight line transversely and perpendicularly several feet. The Bholáganj station and engine-yard subsided and the workshops were flooded and destroyed. The repairs to the damages to the banks and permanent-way were completed from Tharriá to Bholáganj by the end of August, but in September the line was again damaged by floods.

Very heavy rain occurred in June, July and August which thoroughly saturated the ground, and in the first four days of September a rainfall of some eighty inches, falling on the already saturated ground, caused abnormal floods, which brought down sand and boulders from the landslips in the hills caused by the earthquake of June 12th. The floods first destroyed the Tharriá bridge over the Dholai river, carrying it completely away; then they burst the dry stone masonry dam across the Dhubri river, and the water flowing by the latter river and also across country, washed away the railway embankment from Tharriá to Bholáganj. The line is still under repair and not yet open for traffic, as the work has been retarded by subsequent floods.

CHAPTER XV.

Accidents.

Number of persons killed and injured in connection with railway working during 1897.

The following statement shows for each gauge separately, the number of persons killed and injured in connection with railway working during 1897, as compared with the average of the two previous years:

STATEMENT No. 46.

Year.	Passengers.						Servants.						Other persons.										Total all classes.	
	From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.																								
1897	6	105	49	143	55	248	13	23	161	257	174	280	13	8	379	103	149	8	10	2	551	121	780	649
Average of the two previous years.	10	50	50	126	60	176	3	27	115	236	118	263	11	7	224	71	99	3	6	8	340	89	518	528
Metre gauge.																								
1897	16	23	8	67	24	90	5	15	50	70	55	85	11	7	140	63	19	1	6	2	176	73	255	248
Average of the two previous years.	6	15	17	56	23	71	5	9	38	75	43	84	9	7	109	49	22	3	3	3	143	62	209	217
Special gauges.																								
1897	...	...	...	...	...	...	...	...	1	3	1	3	1	1	1	3	1	...	...	...	3	4	4	7
Average of the two previous years.	...	...	...	...	...	...	...	3	...	5	...	8	...	...	1	1	...	...	...	1	1	2	1	10
Total of all gauges.																								
1897	22	128	57	210	79	338	18	38	212	330	230	368	25	16	520	169	169	9	16	4	730	198	1,039	90
Average of the two previous years.	16	65	67	182	83	247	8	39	153	316	161	355	20	14	334	121	121	6	9	12	484	153	728	75

The following paragraphs give a brief account of the principal accidents which occurred during the year:

East Indian Railway system (standard gauge).

2. On the 7th January, an up goods train collided with another standing on the home line at Gangpur station. The accident was due to the carelessness of the station master, who, assuming that the latter train had passed his station, allowed the former train in. Two railway servants were injured.

On the 15th April, a collision took place at Howrah station between the down Tarkessur local train and the empty stock of the down Burdwan local train, owing to the former having run against signals. Twenty passengers were slightly injured.

On the 28th April, while an up passenger train was standing at Magra station, a down goods train was allowed to run through the station. As the engine of the down goods train arrived at the main line points, it collided first with a wagon standing foul of the crossing, which was thrown clear off the line and derailed, and next with two wagons standing together uncoupled on the main line, and carried them some distance through the yard. A railway servant was badly hurt and subsequently died.

On the 10th June, a collision took place at Moghal Sarai station, between an up passenger train and a pilot engine with some empty vehicles, owing to the train having been admitted on to the wrong line. The rolling-stock was damaged and two passengers were injured.

On the 14th June, while a down mail train was running between Ghaggar and Lalru stations, a horse-box, second from the engine, was found on fire. A passenger travelling in a first class carriage having given the alarm, the train was brought to a stand. The loaded horse-box and mail van were completely, and the brakevan partially, burnt. The horses in the box were killed, and four out of five syces were injured in jumping out of the train. The fire was probably due to the syces smoking.

On the 18th July, an up special goods train was standing on the second line at Nawádih station at the time when the up mail train passed, and it was the intention of the station master to shunt this train into the siding at the east end, to then admit a second up special goods train on to the second line, and keep the platform line clear for a passenger train following shortly after. The second up special goods train left Nargungoo, ran into Nawádih full speed, and collided with the first up special goods train which was being shunted into the siding. The engine, a brakevan and ten wagons of the second up special train were completely wrecked, and a fireman of the incoming train killed. The accident was due to a neglect of rules and to the driver losing control of his engine on the heavy down grade into Nawádih. The assistant station master and driver were prosecuted, and on conviction fined Rs. 500 and Rs. 250 respectively.

On the 7th August, while an up special train was proceeding from Maharajpur to Sakrigali Ghât with twenty-six partially loaded wagons, engine tender foremost, it ran over a buffalo at mile 211, on a curve, resulting in the engine being derailed, and after travelling a short distance, capsized on its side. Five wagons next to the engine were badly telescoped.

On the 21st August, at mile 524, between Gaipura and Nahwai stations, an up goods train from the direction of Howrah ran through Gaipura station without line clear message, and collided with a down passenger train on its way from Nahwai. The engines of both trains and rolling-stock were derailed and considerably damaged. Two native passengers were killed. The driver of the up goods train, responsible for the accident, was prosecuted.

Bengal Central Railway (*standard gauge*).

3. On the 5th June, a sub-inspector's trolly was run into by a relief van engine at mile 7, near Gángnapur station, owing to the carelessness of the staff in charge of the engine. The sub-inspector, a time-keeper and two trollymen were killed and the trolly broken to pieces. The locomotive staff were punished.

Bengal-Nágpur Railway (*standard gauge*).

4. On the 25th June, an up goods train entered the Sini station at an excessive speed against signals, and collided with nine wagons that were standing on the main line, resulting in considerable damage to the engine and vehicles.

North Western State Railway system (*standard gauge*).

5. On the 23rd January, a sub-inspector's trolly was run into by an up Quetta mail train in a deep cutting at mile 47/917 near Kóchálí station, owing to neglect on the part of the sub-inspector. Two railway servants were killed and two injured.

On the 3rd July, at Kartárpur station, a down mixed train which entered the station against signals, ran into and collided with a down goods train which was being shunted between the down distant and main signals. Some five or six third class passengers in the mixed train received slight injuries and the rolling-stock was damaged. The staff in fault were prosecuted.

On the 23rd September, a down mail train was admitted on the wrong line and collided with an up transport train which was standing on the loop at Bokra station. Some stock was damaged and derailed. The staff in fault were prosecuted.

Oudh and Rohilkhand State Railway (*standard gauge*).

6. On the 23rd August, the whole coaching stock of a down mixed train, consisting of twelve vehicles, was derailed at about mile 358, near Dejora bridge,

between Basháratganj and Bareilly stations, and the rolling stock and permanent-way were considerably damaged.

Eastern Bengal State Railway system (standard, metre and special gauges).

7. On the 8th January, at mile 95,110 between Chorkai and Phulbári stations, seven goods vehicles attached to an up mixed train were derailed, due to the line having been fouled by a buffalo, which had been run over and killed by a down train. The rolling stock and permanent-way were considerably damaged.

On the 28th June, at Ágarpára station, there was a collision between one of the slip carriages and the main body of an up passenger train, due to a defect in the slip coupling. Nine passengers were slightly injured and a slip carriage was damaged.

On the 21st October, at Canal Junction, a collision took place between an up Bengal Central railway mixed train and a down Eastern Bengal State railway goods train. The accident occurred on the cross-over leading from the up main line to the Chitpore down line, and resulted in slight injury to sixteen passengers, and serious damage to the rolling stock of both the lines.

East Coast State Railway (standard gauge).

8. On the 24th June, at Khurda Road station, the yard foreman in the absence of the driver having started an engine, it collided with seven third class carriages that were standing on the line and damaged them. The yard foreman was summarily dismissed the service.

Great Indian Peninsula Railway system (standard gauge).

9. On the 6th March, two wagons attached to an up goods train were derailed on the Pothra bridge, at mile 2919, near Nágri station, owing to the bosses of the wheels working loose through wear and tear. The rolling stock, permanent-way and bridge were considerably damaged.

On the 15th June, the engine and seven carriages attached to a down passenger train were derailed at mile 346¾, near Bágmár station, owing to a rail having been removed from the down line by a muccadum and a gangman with the intention of wrecking the train. The engine, rolling stock and permanent-way were damaged. The parties in fault were prosecuted and sentenced to transportation for life and to seven years' rigorous imprisonment respectively.

On the 21st June, a collision occurred between a down goods train (carrying passengers) and an up goods train at Sháhábád station, owing to the points being wrongly set. Four passengers and one railway servant were injured, and the engine and rolling stock damaged. The muccadum, pointsman and signalman were prosecuted and sentenced; the muccadum to one month and the others to fifteen days' rigorous imprisonment each.

On the 28th September, a collision took place between a down passenger train and a down goods train at Martur station, owing to the points having been wrongly set. A native female passenger was slightly injured and the rolling stock considerably damaged. The assistant station master and muccadum concerned in the accident were prosecuted and sentenced; the former to six months' rigorous imprisonment, and the latter to a fine of Rs. 50, or, in default of payment, to three months' imprisonment.

Bombay, Baroda and Central India Railway system (standard gauge).

10. On the 9th January, after the engine and four leading vehicles of an up mail train, which was booked to run through Gholvad station, had passed the north points on the platform line on which a down mixed train was standing, the pointsman discovering his mistake threw over the points for the main line, thus splitting the train and causing derailment of some of the vehicles. The front portion of the mail train collided with the mixed train, resulting in serious damage. Four passengers and a railway servant were killed and twenty-two passengers and two railway servants were injured. Both the deputy station master and the pointsman were prosecuted and sentenced; the former to 10 days' simple imprisonment with a fine of Rs. 10, and the latter to two years' rigorous imprisonment.

On the 9th July, a down goods train collided with a rake of nine empty ballast trucks at Bamnia station, damaging the ballast wagons. This was due to the carelessness of the station master and pointsman in lowering the signals and receiving the train on the line on which the ballast trucks were standing, as also to the speed of the train while entering the station being excessive.

Madras Railway system (*standard gauge*).

11. On the 2nd May, while a local train was entering Ráyapuram station, three third class carriages were derailed at the hydraulic facing points and considerably damaged.

On the 15th May, the driver of a mixed train, while entering Bangalore City station at too high a speed, lost control of his train, ran through the station and knocked over the buffer stop, where the engine, brakevan and three wagons were derailed.

On the 30th November, while a mixed train was entering Jalarpet station, the engine and six vehicles were derailed, owing to the breakage of an engine spring. Three passengers in the derailed vehicles were slightly hurt.

The Nizam's Guaranteed State Railway system (*standard gauge*).

12. On the 25th October, three Great Indian Peninsula railway wagons attached to an up goods train were derailed at mile 143/18, between Bhongir and Bibinagar stations. The accident was due to a steel axle of one of the wagons, which was badly flawed, breaking. About one mile of permanent-way was ploughed up before the train was brought to a final stand.

Southern Mahratta Railway system (*metre gauge*).

13. On the 10th May, a down mail train collided with a down mixed train standing on the main line at Koregaon station, owing to the facing points not having been properly set. Two third class passengers were slightly injured and the rolling stock was considerably damaged..

On the 18th May, a down mixed train was run into by a light engine at mile 478/3, between Satúlúr and Phirangipuram stations, owing to the engine having been improperly allowed to leave the former station before the train had cleared the section. The rear brakevan of the down train and a second class carriage were smashed and four railway servants injured. The assistant station master of Satúlúr, the driver of the light engine and the guard of the train were prosecuted and punished.

On the 8th July, an up special goods train parted at Nágargáli east distant signal, owing to the breakage of the coupling of a wagon due to a flaw in the metal. The rear portion, consisting of twenty-one wagons and two brakevans, ran back to mile 41/20, between Alnávar and Kambárganvi stations, and collided there with another up special goods train, with the result that the engine and twelve wagons were capsized and telescoped. Three railway servants were injured and the rolling stock was considerably damaged.

On the 11th August, an up goods train from Hubli to Londa parted at mile 286, between Nágargáli and Devarayi stations, owing to the breakage of the coupling hook of a wagon due to a flaw in the metal. The rear portion, consisting of sixteen vehicles, ran back towards Tavargatti station, where it was turned into the dead end siding and two vehicles were capsized and nine vehicles derailed, blocking both the main and platform lines. The guard of the train was injured, and the rolling stock and permanent-way were considerably damaged.

Assam-Bengal Railway (*metre gauge*).

14. On the 7th April, the engine of an up mixed parted from its train between the distant signal and Feni station, and the rear portion collided at mile 22/39 with the engine. The rolling stock was considerably damaged.

Burma Railways (*metre gauge*).

15. On the 28th April, a down mixed train was derailed at mile 79/16, about 2 miles north of Letpadan station, owing to some fishplates having been removed and rails slewed by some persons unknown. A passenger was slightly injured.

Total number of accidents to trains, rolling stock, etc.

16. The statement on pages 216 and 217 shows the total number of accidents to trains, rolling stock, permanent-way, etc., during 1897, and the casualties resulting therefrom, as compared with the average of the two preceding years, the results for each gauge being shown separately.

17. The statistical results for the year under review are summarised in the following table:

Statistical results.

Particulars.	1897.				Average of the two preceding years.			
	Standard.*	Metre.†	Special.	Total.	Standard.*	Metre.†	Special.	Total.
Mean mileage worked . . Miles	11,849	8,340	279	20,463	11,260	7,878	266	19,404
Train-mileage run . . . Miles	47,126,332	21,714,141	492,662	69,333,135	44,577,587	20,480,769	457,365	65,515,741
Number of passengers carried . No.	94,597,476	55,132,318	888,298	150,618,092	99,301,994	55,178,766	962,525	155,443,285
Number of passenger units carried one mile . . . . No.	3,921,890,554	‡ 1,976,888,226	24,459,009	5,923,237,789	4,192,549,448	2,074,403,222	25,813,39[illegible]	6,292,766,062
Number of accidents per 100,000 train-miles run . . . No.	6	9	19	7	5	10	15	7
Proportion of passengers killed by accidents to trains (*vide* statement No. 46) to number carried . . . . . No.	1 in 15,766,246	1 in 3,445,770	...	1 in 6,846,277	1 in 9,930,199	1 in 9,196,461	...	1 in 9,715,205
Proportion of passengers injured by accidents to trains (*vide* statement No. 46) to number carried . . . . . No.	1 in 900,928	1 in 2,397,057	...	1 in 1,176,704	1 in 1,986,040	1 in 3,678,584	...	1 in 2,391,435
Proportion of passengers killed from all causes (*vide* statement No. 46) to number carried . No.	1 in 1,719,954	1 in 2,297,180	...	1 in 1,906,558	1 in 1,655,033	1 in 2,399,077	...	1 in 1,872,911
Proportion of passengers injured from all causes (*vide* statement No. 46) to number carried . No.	1 in 381,441	1 in 612,581	...	1 in 445,616	1 in 564,216	1 in 777,166	...	1 in 629,325
Proportion of passengers killed and injured from all causes (*vide* statement No. 46) to number carried . . . No.	1 in 312,203	1 in 483,617	...	1 in 361,194	1 in 420,771	1 in 587,008	...	1 in 471,041
Proportion of passengers killed and injured from all causes (*vide* statement No. 46) to number of passenger units carried one mile . . . No.	1 in 12,943,533	1 in 17,341,125	...	1 in 14,204,407	1 in 17,765,040	1 in 22,068,119	...	1 in 19,068,988

It will be noticed that there were 7 accidents for every 100,000 train-miles run, being the same as the average of the two previous years.

As compared with the average of the two previous years, the proportion of passengers killed by accidents to trains to the number of passengers booked was 1 in $6\frac{3}{4}$ millions against an average of 1 in $9\frac{3}{4}$ millions in the two previous years. The proportion of passengers injured to the number of passengers booked was 1 in 1 million against an average of 1 in $2\frac{1}{2}$ millions. The high proportion in the case of passengers killed was mainly due to the failure of the Malur bridge on the 23rd September 1897, on the Southern Mahratta railway, in which about 16 passengers were killed; and in the case of those injured, to the accidents on the 9th January and 15th April 1898, on the Bombay, Baroda and Central India and the East Indian railways, respectively.

The proportion of passengers killed from all causes to the number of passengers booked was 1 in 2 millions against an average of 1 in $1\frac{3}{4}$ millions. The proportion of passengers injured to the number of passengers booked was 1 in 445,616 against an average of 1 in 629,325.

The proportion of total casualties (passengers killed and injured from all causes) to the number booked, was 1 in 361,194 against an average of 1 in 471,041. The proportion of total casualties to the number of passenger units carried one mile was 1 in $14\frac{1}{4}$ millions against an average of 1 in 19 millions.

* Excluding the Calcutta Port Commissioners' railway.
† Excluding the West of India Portuguese and the Pondicherry railways.
‡ Excluding the Cawnpore-Buchwal (metre gauge link).

STATEMENT

Accidents to trains, rolling stock, permanent-way, etc., on railways open for

Classification.	STANDARD GAUGE. Average number of accidents during the two previous years.			1897. Number.			Number of passengers and others.		Number of servants.		Total all classes.		METRE. Average number of accidents during the two previous years.			1897. Number.			Number of passengers and others.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	2	3	5	3	...	3	...	12	...	...	...	12	3	2	5	4	...	4	...	2
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	10	10	20	22	9	31	2	56	...	3	2	59	6	10	16	4	3	7	...	...
3. Collisions between goods trains or parts of goods trains	8	48	56	13	29	42	,,	...	3	9	3	9	2	14	16	3	9	12	...	...
4. Collisions between light engines	1	14	15	1	21	22	...	1	...	...	...	1	...	5	5	...	4	4	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	11	20	31	14	23	37	...	...	...	...	...	...	17	30	47	35	15	50	...	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	9	118	127	5	96	101	...	...	...	...	...	...	3	80	83	4	73	77	...	...
7. Trains or engines travelling in the wrong direction through points	6	87	93	7	83	90	4	28	1	5	5	33	11	48	59	6	36	42	...	...
8. Trains running into stations or sidings at too high a speed	4	11	15	2	9	11	...	...	...	...	...	...	...	10	10	1	6	7	...	...
9. Trains running over cattle on the line	2	1,002	1,004	3	1,236	1,239	(a)1	..	...	...	1	...	10	1,071	1,081	10	1,113	1,123	...	...
10. Trains running over obstructions on the line	11	84	95	9	72	81	(b)2	(b)3	6	3	8	6	12	57	69	13	56	69	...	(b) 5
11. Trains running through gates at level crossings	3	28	31	1	34	35	...	..	...	1	...	1	2	16	18	3	15	18	...	(a)1
12. The bursting of boilers of engines	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a) The bursting of tubes, etc., of engines	...	100	100	...	149	149	...	...	...	...	...	...	...	66	66	...	33	33	...	...
13. The failure of machinery, springs, etc., of engines	...	323	323	...	419	419	...	3	...	...	...	3	1	159	160	...	135	135	...	...
14. The failure of tyres	1	6	7	...	11	11	...	...	...	...	...	...	...	10	10	2	8	10	...	...
15. Ditto of wheels	...	2	2	1	8	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	10	11	1	8	9	...	...	...	...	...	...	4	38	42	14	48	62	...	...
17. Ditto of brake apparatus	...	3	3	...	1	1	...	...	...	...	...	...	...	3	3	...	1	1	...	..
18. Ditto of couplings	1	78	79	...	75	75	...	...	1	...	1	...	2	112	114	5	126	131	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	1	1	...	...	...	...	...	...	1	...	1	1	...	1	16	16
20. Broken rails	...	41	41	...	51	51	...	...	...	...	...	...	...	33	33	...	43	43	...	...
21. The flooding of portions of permanent-way	12	34	46	10	35	45	...	...	...	...	...	...	2	31	33	7	57	64	...	4
22. Slips in cuttings or embankments	2	17	19	...	13	13	..	...	...	...	...	...	2	4	6	...	11	11	...	...
23. Fire in trains	3	94	97	4	84	88	(a)1	(c)6	..	...	1	6	1	59	60	...	34	34	...	...
24. Fire at stations, or involving injury to bridges or viaducts	2	30	32	...	32	32	...	...	1	...	1	...	2	14	16	1	22	23	...	...
25. Other accidents	6	142	148	3	172	175	(a)1	1	1	2	2	3	11	76	87	6	56	62	...	...
Total for the twelve months ending with the 31st December 1897	...	...	...	99	2,671	2,770	(d) 11	(d) 110	13	23	24	133	...	...	...	119	1,904	2,023	16	(g) 29
Average of the two previous years	...	...	...	95	2,305	2,400	(e) 14	(f) 58	3	27	17	85	...	...	...	92	1,948	2,040	(h)9	(d) 20

(a) Not a passenger.
(b) Not passengers.
(c) Of these, 2 were not passengers.
(d) Of these, 5 were not passengers.
(e) Of these, 4 were not passengers.
(f) Of these, 8 were not passengers.
(g) Of these, 6 were not passengers.
(h) Of these, 3 were not passengers.
(i) Of these, 7 were not passengers
(j) Of these, 12 were not passengers.
(k) Of these, 13 were not passengers.

No. 47.

traffic, and the casualties resulting therefrom during the year ending with the 31st December 1897.

GAUGE.				SPECIAL GAUGES.										TOTAL ALL GAUGES.									
				Average number of accidents during the two previous years.			1897.							Average number of accidents during the two previous years.			1897.						
							Number.			Number of passengers and others.		Number of servants.					Number.			Number of passengers and others.		Number of servants.	
Number of servants.		Total all classes.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under Section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Classification number.
Killed.	Injured.	Killed.	Injured.																								
...	...	...	2	...	...	...	...	...	...	...	...	...	...	5	5	10	7	...	7	...	14	...	...	...	14	1
...	...	...	...	1	...	1	...	...	...	...	...	...	...	17	20	37	26	12	38	2	56	...	3	2	59	2
...	2	...	2	...	...	...	...	...	...	...	...	...	...	10	62	72	16	38	54	...	...	3	11	3	11	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	19	20	1	25	26	...	1	...	...	...	1	4
...	...	...	1	1	5	6	25	3	28	...	...	...	...	29	55	84	74	41	115	...	1	...	...	...	1	5
...	...	...	...	4	14	18	...	6	6	...	...	...	...	16	212	228	9	175	184	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	135	152	13	119	132	4	28	1	5	5	33	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	21	25	3	15	18	...	...	...	...	...	...	8
...	...	...	...	1	9	10	...	25	25	...	...	...	...	13	2,082	2,095	13	2,374	2,374	(a) 1	...	...	...	1	...	9
...	...	...	5	1	3	4	1	3	4	(b) 2	(a) 1	...	...	24	144	168	23	131	154	(b) 4	(b) 9	6	3	10	12	10
...	...	...	1	...	...	...	...	...	...	...	...	...	...	5	44	49	4	49	53	...	(a)1	...	1	...	2	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	1	1	...	2	2	...	...	...	...	...	167	167	...	184	184	...	...	...	...	...	...	(a)12
...	...	...	...	...	7	7	...	12	12	...	...	...	...	1	489	490	...	566	566	...	3	...	...	...	3	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	16	17	2	19	21	...	...	...	...	...	...	14
...	...	...	...	...	5	5	...	2	2	...	...	...	...	...	7	7	1	10	11	...	...	...	...	...	...	15
...	...	...	...	2	6	8	1	3	4	...	...	...	...	7	54	61	16	59	75	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	2	2	...	...	...	...	...	...	17
...	7	...	7	...	...	...	...	...	...	...	...	...	...	3	190	193	5	201	206	...	...	1	7	1	7	18
4	2	20	18	1	...	1	...	...	...	...	...	...	...	2	...	2	1	1	2	16	16	4	2	20	18	19
...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	74	74	...	95	95	...	...	...	...	...	...	20
...	...	...	4	1	5	6	3	4	7	...	...	...	...	15	70	85	20	96	116	...	4	...	...	...	4	21
...	...	...	...	...	1	1	...	1	1	...	...	...	...	4	22	26	...	25	25	...	...	...	...	...	...	22
...	...	...	...	...	1	1	1	1	2	...	...	...	...	4	154	158	5	119	124	(a) 1	(c) 6	...	...	1	6	23
...	...	...	...	...	...	...	...	1	1	...	...	...	...	4	44	48	1	55	56	...	...	1	...	1	...	24
1	4	1	4	...	1	1	...	1	1	...	...	...	...	17	219	236	9	229	238	(a)1	1	2	6	3	7	25
5	15	21	44	...	...	...	31	65	96	(b) 2	(a) 1	...	...	2	1	...	...	...	249	4,640	4,889	(i) 29	(j) 140	18	38	47	178	
5	9	14	29	...	...	...	12	58	70	...	...	...	3	...	3	...	...	...	199	4,311	4,510	(i) 23	(k) 78	8	39	31	117	

SIMLA;
The 3rd June 1898.

A. BRERETON,
Director of Railway Traffic and Statistics.

APPENDICES.

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APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE: At the end of 1896-97 as shown in the last report.	SANCTIONED MILE: Sanctioned during 1897-98. (Appendix B.)	SANCTIONED MILE: Corrections of mileage.
	STANDARD GAUGE.			Miles.	Miles.	Miles.
	State lines worked by companies.					
I	EAST INDIAN	East Indian Railway Company	15th Aug. 1854.	1,828·61	154·11	+2·74
II	BENGAL CENTRAL (*a*)	Bengal Central Railway Company.	16th Oct. 1882.	125·01	...	...
III	BENGAL-NÁGPUR	Bengal-Nágpur Railway Company.	6th April 1880.	1,220·88	...	...
IV	INDIAN MIDLAND	Indian Midland Railway Company.	1st April 1896.	795·56	...	—0·13
V	BHOPAL-ITÁRSI (BRITISH SECTION)	Indian Midland Railway Company.	1st June 1882.	13·11	...	...
VI	GODHRA-RUTLAM-NÁGDÁ	Bombay, Baroda and Central India Railway Company.	16th Jan. 1893.	140 91	...	...
VII	WARDHA COAL	Great Indian Peninsula Railway Company.	1st Feb. 1874.	44·88	...	...
VIII	DHOND-MANMÁD	Great Indian Peninsula Railway Company.	15th Mar. 1878.	145·44	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE) (*b*).	Nizam's Guaranteed State Railways Company.	10th Feb. 1889.	20·58	...	...
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS).	Madras Railway Company	22nd Feb. 1896.	8·45	...	...
	TOTAL	.....	.....	4,343·43	154·11	+2·61
	State lines worked by the State.					(*c*)
XI	NORTH WESTERN	North Western State Railway.	13th May 1861.	2,990 09	...	+13·81 / +3·42
XII	HYDERABAD-SHADIPALLI	North Western State Railway.	18th Aug. 1892.	58·91	...	...
XIII	OUDH AND ROHILKHAND	Oudh and Rohilkhand State Railway.	23rd April 1867.	951·06	87·00	...
XIV	EASTERN BENGAL	Eastern Bengal State Railway.	2nd Jan. 1862.	272·42	...	—3·46
XV	CALCUTTA PORT COMMISSIONERS'	Port Trust, Calcutta	1st Nov. 1875.	8·53	...	...
XVI	EAST COAST	East Coast State Railway	20th Feb. 1893.	(*d*)538·78	6·44	...
XVII	BEZWADA-MADRAS (ENNÚR-BEZWADA SECTION).	Being constructed by State agency.	.....	(*e*)230·25	...	—0·39
	TOTAL	.....	.....	5,050·04	93·44	+20·30
	Lines worked by guaranteed companies.					
XVIII	GREAT INDIAN PENINSULA	Great Indian Peninsula Railway Company.	18th April 1853	1,326·07	37·31	—4·02
XIX	BOMBAY, BARODA AND CENTRAL INDIA	Bombay, Baroda and Central India Railway Company.	10th Feb. 1860.	46·090	...	...
XX	MADRAS	Madras Railway Company	1st July 1856.	839·22	63·35	+0·01
	TOTAL	.....	.....	2,626·19	100·66	—4·01
	Assisted companies.					
XXI	DELHI-UMBALLA-KALKA	East Indian Railway Company	1st Mar. 1891.	160·47	...	+1·77
XXII	TARKESSUR	East Indian Railway Company	1st Jan. 1885.	22·23	...	...
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	North Western State Railway	10th Nov. 1897	400·71	25·00	—0·12
XXIV	SOUTH BEHAR (LUCKEESERAI-GYA).	East Indian Railway Company	.....	78·81	...	+0·19
XXV	HARDWAR-DEHRA	Oudh and Rohilkhand State Railway.	.....	30·00	...	+2·01
XXVI	TÁPTI VALLEY	Bombay, Baroda and Central India Railway Company.	.....	162·47	...	—6·07
	TOTAL	.....	.....	854·69	25·00	—2·22
	Carried over	.....	.....	12,874·35	373·21	+16·68

A.

lines sanctioned and open for traffic on the 31st March 1898.

AGE.	OPEN MILEAGE.							
Total sanctioned length at the end of 1897-98.	On the 31st March 1897 as shown in the last report.	Opened during 1897-98. (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1898.	Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,985·46	1,701·37	1·25	+2·47	1,705·09	280·37	474·25	I	
125·01	125 01	...	...	125·01	...	...	II	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
1,220·88	860 88	...	...	860 88	360·00	...	III	
795·43	679·56	47·83	...	727·39	68·04	...	IV	
13·11	13 11	...	...	13 11	...	...	V	
140·91	140·91	...	...	140·91	...	...	VI	
44·88	44·88	...	...	44·88	...	...	VII	
145·44	145 44	...	...	145·44	...	...	VIII	
20·58	20·58	...	...	20·58	...	...	IX	(b) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
8·45	8·45	...	...	8·45	...	...	X	
4,500·15	3,740·19	49·08	+2·47	3,791·74	708·41	474·25		
3,007·32	2,799·79	...	(c) +13 81 +3·42	2,817·02	190 30	86·36	XI	
58·91	58·91	...	...	58·91	...	...	XII	(c) Rindli branch, previously omitted.
1,038·06	812·37	...	...	812·37	225·69	...	XIII	
275·88	250·00	...	+3·49	253·49	22·39	111·46	XIV	
8·53	8·53	...	...	8 53	...	...	XV	
(d) 545·22	(d)538·78	...	...	(d) 538·78	6·44	...	XVI	(d) Including 2·66 miles (mixed gauge), and 0·33 mile (metre gauge).
229·86	...	...	...	...	229·86	...	XVII	(e) Under construction. Excluding 24·24 miles of the existing South Indian, metre gauge, railway to be utilized between Gudur and Nellore which is being converted to the standard gauge.
5,163·78	4,468·38	...	+20·72	4,489·10	674·68	197·82		
1,359·36	1,288·00	...	...	1,288·00	71·36	461·92	XVIII	
460·90	460·90	...	...	460·90	...	118·36	XIX	
902·58	839·22	...	+0·01	839·23	63·35	42·41	XX	
2,722·84	2,588·12	...	+0·01	2,588 13	134·71	622·69		
162·24	160·47	...	+1·77	162·23	...	...	XXI	
22·23	22·23	...	...	22·23	...	...	XXII	
425 59	...	399·80	...	399·80	25·79	...	XXIII	
79·00	...	...	...	...	79·00	...	XXIV	Under construction.
32·01	...	...	...	...	32·01	...	XXV	Under construction.
156·40	...	...	...	...	156·40	...	XXVI	Under construction.
877·47	182·70	399·80	+1·77	584·27	293·20	...		
13,264·24	10,979 39	448·88	+24·97	11,453·27	1,811·00	1,294·76		

APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Calassification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1896-97 as shown in the last report.	Sanctioned during 1897-98. (Appendix B.)	Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward .	.....	.....	12,874 35	373·21	+ 16·68
	STANDARD GAUGE—*concld.*					
	Lines owned by native states and worked by companies.					
XXVII	KHÁMGAON	Great Indian Peninsula Railway Company.	4th March 1870 .	7·55	...	...
XXVIII	AMRÁOTI	Great Indian Peninsula Railway Company.	16th Feb. 1871 .	5·44	...	...
XXIX	BÍNA-GOONA	Indian Midland Railway Company.	1st May 1895 .	147·94	...	— 0·20
XXX	BHOPAL-UJJAIN	Indian Midland Railway Company.	11th Nov. 1895 .	113·52	...	...
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION) .	Indian Midland Railway Company.	18th Nov. 1884 .	44·28	...	...
XXXII	THE NIZAM'S GUARANTEED STATE . .	Nizam's Guaranteed State Railways Company.	9th Oct. 1874 .	332·32	...	...
XXXIII	NÁGDÁ-UJJAIN	Bombay, Baroda and Central India Railway Company.	15th July 1896 .	34·67	...	...
XXXIV	THE GAEKWAR'S PETLÁD . . .	Bombay, Baroda and Central India Railway Company.	5th May 1890 .	13·35	...	...
XXXV	KOLAR GOLD-FIELDS	Madras Railway Company .	1st June 1894 .	10·00	...	...
	TOTAL .	.....	.....	709·07	...	— 0·20
	Lines owned by native states and worked by state railway agency.					
XXXVI	RÁJPURA-BHÁTINDA	North-Western State Railway .	1st Nov. 1884 .	107·94	...	...
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION) (*a*).	North Western State Railway .	15th Mar. 1890 .	15·92	...	...
XXXVIII	LUDHIÁNA-DHURI-JAKHAL (*b*) . . .	North Western State Railway .	.....	...	80·32	...
	TOTAL .	.....	.....	123·86	80·32	...
	Total standard gauge.	.....	.....	13,707·28	453·53	+16·48
	METRE GAUGE.					
	State lines worked by companies.					
XXXIX	BENGAL AND NORTH-WESTERN—(*c*)					
	TIRHOOT SECTION . . .	Bengal and North-Western Railway Company.	1st Nov. 1875 .	502 80	...	...
	COMPANY'S SECTION . . .		2nd April 1884 .	749·00	33·00	— 2·58
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884 .	231·17	...	...
XLI	RAJPUTANA-MALWA	Bombay, Baroda and Central India Railway Company.	14th Feb. 1873 .	1,673·93	...	...
XLII	PÁLANPUR-DEESA	Bombay, Baroda and Central India Railway Company.	8th Nov. 1893 .	17·28	...	...
XLIII	SOUTHERN MAHRATTA	Southern Mahratta Railway Company.	24th Mar. 1884 .	1,042·04	...	...
XLIV	GUNTAKAL-MYSORE FRONTIER . . .	Southern Mahratta Railway Company.	1st Mar. 1892 .	119·50	...	...
XLV	MYSORE SECTION (SOUTHERN MAHRATTA).	Southern Mahratta Railway Company.	1st Feb. 1881 .	296·00	...	...
XLVI	SOUTH INDIAN	South Indian Railway Company.	15th July 1861 .	1,041·59	...	...
XLVII	MÁYAVARAM-MUTUPET	South Indian Railway Company.	2nd April 1894 .	53·99	...	...
XLVIII	ASSAM-BENGAL	Assam-Bengal Railway Company.	1st July 1895 .	742·20	...	...
XLIX	BURMA	Burma Railways Company .	2nd May 1877 .	1,154·17	...	...
	TOTAL .	.....	.....	7,623·67	33·00	—2·58
	Carried over .	.....	.....	7,623·67	33·00	—2·58

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1898.

AGE.	OPEN MILEAGE.				Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	Remarks.
Total sanctioned length at the end of 1897-98.	On the 31st March 1897 as shown in the last report.	Opened during 1897-98. (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1898.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
13,264·24	10,970·39	448·88	+24·97	11,453·24	1,811·00	1,294·76		
7·55	7·55	...	...	7·55	...	...	XXVII	
5·44	5·44	...	...	5 44	...	...	XXVIII	
147·74	71·74	...	...	71·74	76·00	...	XXIX	
113·52	113 52	...	...	113·52	...	...	XXX	
44·28	44·28	...	...	44·28	...	...	XXXI	
332·32	332·32	...	...	332·32	...	...	XXXII	
34·67	34·67	...	...	34·67	...	...	XXXIII	
13·35	13·35	...	...	13·35	...	...	XXXIV	
10·00	10·00	...	...	10·00	...	...	XXXV	
708·87	632·87	...	...	632 87	76·00	...		
107·94	107·94	...	...	107·94	...	...	XXXVI	(a) The British section of this railway forms an integral part of the North Western State railway system.
15·92	15·92	...	...	15·92	...	...	XXXVII	
80·32	...	...	...	...	80·32	...	XXXVIII	(b) Commencement of work not yet authorised.
204·18	123·86	...	...	123·86	80·32	...		
14,177·29	11,736·12	448·88	+24·97	12,20·997	1,967·32	1,294·76		
502·80	341·80	...	...	341·80	161·00	...	XXXIX	(c) Although for convenience classed amongst state railways the Company's section of this line is the property of the Bengal and North-Western Railway Company.
779·42	478·63	30·85	−2·58	515·90	263 52	...		
231·17	231·17	...	...	231·17	...	...	XL	
1,673·93	1,673·93	...	...	1,673·93	...	1·14	XLI	
17·28	17·28	...	...	17·28	...	...	XLII	
1,042·04	1,042 04	...	...	1,042·04	...	...	XLIII	
119·50	119·50	...	...	119 50	...	...	XLIV	
296·00	296·00	...	...	296·00	...	...	XLV	
1,041·59	1,041·59	...	...	1,041·59	..	..	XLVI	
53·99	53 99	...	...	53·99	...	...	XLVII	
742·20	360·63	...	...	360·63	381·57	...	XLVIII	
1,154·17	886·45	50·00	...	936 45	217·72	9·00	XLIX	
7,654·09	6,543 01	89·85	−2·58	6,630·28	1,023·81	10·14		
7,654·09	6,543·01	89·85	−2·58	6,630·28	1,023·81	10·14		

APPENDIX

Statement showing the gauge and classification of Railways and lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE: At the end of 1896-97 as shown in the last report.	SANCTIONED MILE: Sanctioned during 1897-98, (Appendix B).	SANCTIONED MILE: Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward ...	.....	.....	7,623·67	33·00	—2·58
	METRE GAUGE—*concld.*					
	State lines worked by the State.					
L	EASTERN BENGAL—					
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	Eastern Bengal State Railway.	28th August 1877 .	478·47	24·95	...
	DACCA SECTION		4th Jan. 1885 .	85·92	...	...
LI	CAWNPORE-BURHWAL (METRE GAUGE LINE) (*a*).	Oudh and Rohilkhand State Railway.	24th Nov. 1896 .	(*b*) 79·60	...	...
LII	SHADIPALLI-BALOTRA (BRITISH SECTION) (*c*)	Being constructed by State agency.	.....	...	(*d*)71·26	...
	TOTAL .	.....	.....	643·99	96·21	...
	Assisted companies.					
LIII	DEOGHUR	Messrs. Burn & Co. . .	23rd Dec. 1882 .	4·79	...	...
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884 .	53·92	...	...
LV	BENGAL DOOARS	Messrs. Finlay, Muir & Co.	15th Jan. 1893 .	36·40	121·76	...
LVI	DIBRU-SADIYA	Assam Railways and Trading Company.	Oct. 1882 .	77·50	...	...
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY (*e*).	Assam Railways and Trading Company.	(*e*)	...	10·00	...
LVIII	AHMEDABAD-PARÁNTÍJ	Bombay, Baroda and Central India Railway Company.	1st May 1897 .	54·59	...	...
LIX	BRAHMAPUTRA-SULTANPUR . . .	Eastern Bengal State Railway.	.....	60·00	...	—0·30
LX	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	Eastern Bengal State Railway.	.....	63·00	...	—9·19
LXI	SEGOWLIE RAKSAUL	Being constructed by the Segowlie-Raksaul Branch Railway Company. To be worked by the Bengal and North-Western Railway Company when open.	.....	18·00	...	...
LXII	NÍLGIRI	Nílgirí Railway Company .	.....	16·81	...	...
	TOTAL .	.....	.....	385·01	131·76	—9·49
	Lines owned by native states and worked by companies.					
LXIII	THE GAEKWAR'S MEHSÁNA . . .	Bombay, Baroda and Central India Railway Company.	21st Mar. 1887 .	92·63	...	...
LXIV	KOLHÁPUR	Southern Mahratta Railway Company.	21st April 1891 .	29·07	...	...
LXV	YESVANTPUR-MYSORE FRONTIER . .	Southern Mahratta Railway Company.	15th Dec. 1892 .	51·35	...	...
LXVI	MYSORE-NANJANGÚD	Southern Mahratta Railway Company.	1st Dec. 1891 .	15·75	...	...
LXVII	BIRUR-SHIMOGA	Being constructed by the Mysore Durbar.	.....	38·53	...	—0·55
LXVIII	HYDERABAD-GÓDÁVARI VALLEY . .	Nizam's Guaranteed State Railways Company.	.....	389 81	...	...
	TOTAL .	.....	.....	617·14	...	—0·55
	Lines owned and worked by native states.					
LXIX	JODHPORE-BICKANEER —					
	JODHPORE SECTION	Jodhpore Durbar . .	24th June 1882 .	455·42	...	—0·11
	BICKANEER SECTION		8th April 1891 .	85·12	8 90	c +0·05
LXX	OODEYPORE-CHITOR (*f*)	Meywar State . . .	1st Aug. 1895 .	60·39	6·44	...
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR.	Representative committee of proprietary states.	28th Dec. 1880 .	(*g*)333·46	...	...
LXXII	JETALSAR-RÁJKOT	Bhávnagar-Gondal-Junágad-Porbandar Railway.	12th April 1893 .	46·23	...	...
LXXIII	JÁMNAGAR	Bhávnagar-Gondal Junágad-Porbandar Railway.	8th April 1897 .	50·29	...	+3·99
LXXIV	JEYPORE	Jeypore State . . .	.....	...	72·78	...
LXXV	DHRÁNGADRA	Bhávnagar-Gondal-Junágad-Porbandar Railway.	.....	...	21·00	...
	TOTAL .	.....	.....	1,030·91	109·12	+3·03
	Foreign lines.					
LXXVI	WEST OF INDIA PORTUGUESE .	West of India Portuguese Railway Company.	17th Jan. 1887 .	51·00	...	...
LXXVII	PONDICHERRY	South Indian Railway Company	16th Dec. 1879 .	7·80	...	...
LXXVIII	KÁRAIKKAL-PERALAM	South Indian Railway Company	14th March 1898 .	14·45	...	...
	TOTAL .	.....	.....	73·25	...	...
	Total metre gauge .	.....	.....	10,373·97	370·09	—8·69

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1898.

AGE.	OPEN MILEAGE.				Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	Remarks.
Total sanctioned length at the end of 1897-98.	On the 31st March 1897, as shown in the last report.	Opened during 1897-98. (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1898.				
Miles. 7,654·09	Miles. 6,543·01	Miles. 89·85	Miles. —2·58	Miles. 6,630 28	Miles. 1,023·81	Miles. 10·14		
503·42	478 47	...	...	478·47	24·95	...	L	
85·92	85·92	...	...	85·92	...	...		
79·60	(*b*)34·57	45·03	...	79·60	...	...	LI	(*a*) The mileage given against this railway is exclusive of the existing line of the Lucknow-Bareilly railway, 3·66 miles, being utilized between Daliganj and Aishbagh.
71·26	...	...	...	...	71·26	...	LII	
740·20	598·96	45·03	...	643·99	96·21	...		(*b*) Including the length, Bara Banki to Burhwal, laid on a mixed gauge.
4·79	4·79	...	...	4·79	...	...	LIII	(*c*) Under construction. The Native State section of this railway forms an integral part of the Jodhpore section of the Jodhpore-Bickaneer railway.
53·92	53·92	...	...	53·92	...	...	LIV	(*d*) Excluding 48·75 miles of the existing Hyderabad-Shadipalli, standard gauge, railway, between Shadipalli and Rahoki junction, to be converted to the metre gauge as also 6·50 miles of the same railway between Rahoki junction and Hyderabad on which a separate metre gauge track will be added.
158·16	36·40	...	...	36·40	121·76	...	LV	
77·50	77·50	...	...	77·50	...	...	LVI	
10·00	...	(*e*) 10·00	...	10·00	...	...	LVII	
54·59	...	54·59	...	54 59	...	...	LVIII	(*e*) Constituted a railway with effect from the 1st January 1897.
59·70	..	...	...	...	59·70	...	LIX	Under construction.
53·81	...	...	...	...	53·81	...	LX	Under construction.
18 00	...	...	...	...	18·00	...	LXI	Under construction.
16 81	...	...	...	...	16·81	...	LXII	Under construction.
507·28	172·61	61·59	...	237·20	270 08	...		
92·63	92·63	...	...	92·63	...	...	LXIII	
29·07	29·07	...	...	29·07	...	...	LXIV	
51·35	51·35	...	...	51·35	...	...	LXV	
15·75	15·25	...	...	15·25	0·50	...	LXVI	
37·98	...	...	...	...	37·98	...	LXVII	Under construction.
339·81	...	...	...	...	389·81	...	LXVIII	Under construction.
616·59	188·30	...	...	188·30	428·29	...		
455·31	320·50	...	...	320·50	134·81	...	LXIX	
94·07	43·50	...	...	43·50	50·57	...		
66·83	60·39	...	...	60·39	6·44	...	LXX	(*f*) Worked by the Bombay, Baroda and Central India Railway Company as a temporay measure up to the 31st December 1897, after which date the working was taken over by the Meywar State.
333·46	(*g*) 333·46	...	...	333·46	...	...	LXXI	(*g*) Including 1·50 miles of Bhávnagar Dock estates and Junágad quarry lines.
46·23	46·23	...	...	46·23	...	...	LXXII	
54·28	...	54·28	...	(*h*) 54·28	...	...	LXXIII	(*h*) Including 3·99 miles of Bedi Bandar Dock Estate sidings.
72·78	...	...	...	...	72·78	...	LXXIV	Under construction.
21·00	...	...	...	...	21·00	...	LXXV	Under construction.
1,143·96	804·08	54·28	...	858·36	285·60	...		
51·00	51 00	...	...	51·00	...	...	LXXVI	
7·80	7·80	...	...	7·80	...	...	LXXVII	
14·45	...	14·45	...	14·45	...	...	LXXVIII	
73·25	58·80	14·45	...	73·25	...	...		
10,735·37	8,365·76	268·20	—2·58	8,631·38	2 103·99	10·14		

APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1896-97 as shown in the last report.	Sanctioned during 1897-98. (Appendix B.)	Corrections of mileage.
				Miles.	Miles.	Miles.
	SPECIAL GAUGES.					
	State line worked by company.					
LXXIX	RAIPUR-DHAMTARI BRANCH (BENGAL-NÁGPUR) (2′ 0″) (*a*).	Bengal-Nágpur Railway Company.	.....	56·67	...	...
	TOTAL . .	.....	.....	56·67	...	...
	State line worked by the State.					
LXXX	JORHÁT (2′ 0″)	State agency	15th Dec. 1884 .	28·00	...	+0·25
	TOTAL .	.....	.....	28·00	...	+0·25
	Assisted companies.					
LXXXI	DARJEELING-HIMALAYAN (2′ 0″) . .	Darjeeling Himalayan Railway Company.	23rd August 1880 .	51·00	...	...
LXXXII	BÁRSI LIGHT (2′ 6″)	Bársi Light Railway Company	1st March 1897 .	21·40	33·00	+0 35
	TOTAL .	.....	.....	72·40	33·00	+0·35
	Lines owned by native states and worked by companies.					
LXXXIII	THE GAEKWAR'S DABHOI (2′ 6″) . .	Bombay, Baroda and Central India Railway Company.	8th April 1873 . .	78·84	...	—0·04
LXXXIV	RAJPIPLA (2′ 6″)	Bombay, Baroda and Central India Railway Company.	.....	19·73	17·80	—0·70
LXXXV	REWAH (2′ 6″) (*a*)	East Indian Railway Company	.....	...	31·00	...
	TOTAL .	.....	.....	98 57	48·80	—0·74
	Line owned by native state and worked by state railway agency.					
LXXXVI	COOCH BEHAR (2′ 6″)	Eastern Bengal State Railway	15th Sept. 1893 .	24·37	11·50	+1·47
	TOTAL .	.....	.....	24·37	11·50	+1·47
	Lines owned and worked by native states.					
LXXXVII	MORVI (2′ 6″)	Morvi state	11th March 1883 .	94·36	...	...
LXXXVIII	GWALIOR-SIPRI (2′ 0″)	Gwalior Durbar . . .	.....	72·96	...	...
	TOTAL .	.....	.....	167·32	...	...
	Total special gauges .	.....	.....	447·33	93·30	+1·33
	Total of all railways .	.....	.....	24,528·58	916·92	+9·12
	Steam tramways working outside municipal limits.					
	HOWRAH-AMTA (*2′ 0″ gauge*) . . .	Bengal District Road Tramways Company.	1st July 1897 . .	30·00	...	—1·25
	HOWRAH-SHEAKHALLA (*2′ 0″ gauge*) .	Bengal District Road Tramways Company.	2nd August 1897 .	20·00	...	—0·75
	TÁRAKESHWAR-MAGRA (*2′ 6″ gauge*) .	Bengal Provincial Railway Company.	7th Nov. 1894 . .	31·12	...	...
	POWAYAN (*2′ 6″ gauge*)	Powayan Steam Tramway Company.	17th June 1890 .	39·50	...	...
	DANDOT COLLIERY (*2′ 0″ gauge*) . .	North Western State Railway .	1st June 1889 . .	6·18	...	...
	BHAGANWALA COLLIERY (*2′ 6″ gauge*) .	North Western State Railway .	2nd Oct. 1896 . .	6·85	...	...
	CHEBRA-COMPANYGANJ (*2′ 6″ gauge*) .	State agency	16th June 1886 .	8 00	...	...
	TEZPUR-BALIPARA (*2′ 6″ gauge*) . .	Tezpur-Balipara Steam Tramway Company.	9th Aug. 1894 . .	20·10	...	...
	THATÓN-DUYÍNZÁIK (*2′ 6″ gauge*) . .	G E. L. Dawson, Esq. . .	11th Feb. 1885 . .	7·76	...	...
	RÁNAGHAT-KRISHNAGARH (*2′ 6″ gauge*) .	Ránaghat-Krishnagarh Tramway Company.	.....	19·00	...	+1·20
	MANGALDAI (*2′ 6″ gauge*) . . .	Mangaldai Steam Tramway Company.	.....	35 00	...	...
	TOTAL .	.....	.....	223·51	...	—0·80

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1898.

AGE.	OPEN MILEAGE.							
Total sanctioned length at the end of 1897-98.	On the 31st March 1897 as shown in the last report.	Opened during 1897-98. (Appendix C.)	Corrections of Mileage.	Total open length on the 31st March 1898.	Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
56·67	...	...	...	...	56 67	...	LXXIX	(*a*) Commencement of work not yet authorised.
56·67	...	...	...	...	56·67	...		
28·25	28·00	...	+0·25	28·25	...	...	LXXX	
28·25	28·00	...	+0·25	28·25	...	...		
51·00	51·00	...	...	51·00	...	...	LXXXI	
54·75	21·40	...	+0·35	21·75	33·00	...	LXXXII	
105·75	72·40	...	+0·35	72·75	33·00	...		
78·80	71·66	7·14	...	78·80	...	...	LXXXIII	
36·83	...	19·03	...	19·03	17·80	...	LXXXIV	
31·00	...	...	...	...	31·00	...	LXXXV	
146·63	71·66	26·17	...	97·83	48·80	...		
37·34	22 12	...	...	22·12	15·22	...	LXXXVI	
37·34	22·12	...	...	22·12	15·22	...		
94·36	94·36	...	...	94·36	...	...	LXXXVII	
72·96	...	...	...	...	72·96	...	LXXXVIII	
167·32	94·36	...	...	94·36	72·96	...		
541·96	288·54	26·17	+0·60	315·31	226·65	...		
25,454·62	20,390·42	743·25	+22·99	21,156·66	4,297·96	1,304·90		
28·75	...	16·50	...	16·50	12 25	...		
19·25	...	17·25	...	17·25	2·00	...		
31·12	31·12	...	...	31·12	...	...		
39·50	39·50	...	...	39·50	...	...		
6·18	6·18	...	...	6 18	...	1·83		
6·85	6·85	...	...	6·85	...	0·60		
8·00	8·00	...	...	8·00	...	...		
20·10	20·10	...	...	20·10	...	...		
7·76	7·76	...	...	7·76	...	...		
20·20	...	...	...	...	20·20	...		Under construction.
35·00	...	...	...	...	35·00	...		Under construction.
222·71	119·51	33·75	...	153·26	69·45	2·43		

APPENDIX A—*concld.*

Statement showing the gauge and classification of railways and the lengths of lines sanctioned and open for traffic on the 31st March 1898.

SUMMARY OF TOTALS.	SANCTIONED MILEAGE.				OPEN MILEAGE.				Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.
	At the end of 1896-97.	Sanctioned during 1897-98. (Appendix B.)	Corrections of mileage.	Total sanctioned length at the end of 1897-98.	On the 31st March 1897.	Opened during 1897-98. (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1898.		
STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by companies	4,343·43	154·11	+2·61	4,500·15	3,740·19	49·08	+2·47	3,791·74	708·41	474·25
State lines worked by the State	5,050·04	93·44	+20·30	5,163·78	4,468·38	...	+20·72	4,489·10	674·68	197·82
Lines worked by guaranteed companies	2,626·19	100·66	—4·01	2,722·84	2,588·12	...	+0·01	2,588·13	134·71	622·69
Assisted companies	854·69	25·00	—2·22	877·47	182·70	399·80	+1·77	584·27	293·20	...
Lines owned by native states and worked by companies	709·07	...	—0·20	708·87	632·87	...	...	632·87	76·00	...
Lines owned by native states and worked by state railway agency.	123·86	80·32	...	204·18	123·86	...	...	123·86	80·32	...
TOTAL	13,707·28	453·53	+16·18	14,177·29	11,736·12	448·88	+24·97	12,209·97	1,967·32	1,294·76
METRE GAUGE.										
State lines worked by companies	7,623·67	33·00	—2·58	7,654·09	6,543·01	89·35	—2·58	6,630·28	1,023·81	10·14
State lines worked by the State	643·99	96·21	...	740·20	598·96	45·03	...	643·99	96·21	...
Assisted companies	385·01	131·76	—9·49	507·28	172·61	64·59	...	237·20	270·08	...
Lines owned by native states and worked by companies	617·14	...	—0·55	616·59	188·30	...	...	188·30	428·29	...
Lines owned and worked by native states.	1,030·91	109·12	+3·93	1,143·96	804·08	54·28	...	858·36	285·60	...
Foreign lines	73·25	...	...	73·25	58·80	14·45	...	73·25	...	...
TOTAL	10,373·97	370·09	—8·69	10,735·37	8,365·76	268·20	—2·58	8,631·38	2,103·99	10·14
SPECIAL GAUGES.										
State line worked by company	56·67	...	...	56·67	...	...	...	...	56·67	...
State line worked by the State	28·00	...	+0·25	28·25	28·00	...	+0·25	28·25	...	...
Assisted companies	72·40	33·00	+0·35	105·75	72·40	...	+0·35	72·75	33·00	...
Lines owned by native states and worked by companies	98·57	48·80	—0·74	146·63	71·66	26·17	...	97·83	48·80	...
Line owned by native state and worked by state railway agency	24·37	11·50	+1·47	37·34	22·12	...	...	22·12	15·22	...
Lines owned and worked by native states	167·32	...	...	167·32	94·36	...	...	94·36	72·96	...
TOTAL	447·33	93·30	+1·33	541·96	288·54	26·17	+0·60	315·31	226·65	...
Total of all railways	24,528·58	916·92	+9·12	25,454·62*	20,390·42	743·25	+22·99	21,156·66	4,297·96	1,304·90
Steam tramways working outside municipal limits	223·51	...	—0·80	222·71	119·51	33·75	...	153·26	69·45	2·43

* Made up as follows:

	Miles.
Length sanctioned at the end of 1896-97	24,528·58
Sanctioned during 1897-98	916·92
	25,445·50
Add— Rindli Branch, North-Western State Railway, previously omitted	13·81
	25,459·31
Net increase due to corrections of mileage	3·31
	25,462·62
Less— Decrease due to the terminus of the Mymensingh-Jamalpur-Jagannathganj railway having been fixed at Jagannathganj in place of Subhankhali	8·00
Net total length sanctioned at the end of 1897-98	25,454·62
Length sanctioned at the end of 1896-97	24,528·58
Net increase in sanctioned mileage in 1897-98	926·04

Railways or sections of railways sanctioned from the 1st April 1897 to the 31st March 1898.

Classification No.	Railway and section.	Length in miles.	Date of sanction.	Remarks.
	STANDARD GAUGE.			
	State line worked by company.			
I	*East Indian—*			
	Háthras Road to Háthras City . . .	5·61	10th June 1897.	
	Shikohabad to Farukhabad	(a)66·00	13th January 1898 .	(a) Commencement of work not yet authorised.
	Bárán to Daltonganj, including colliery branch	(a)82·50	16th September 1897.	
	Total .	154·11		
	State lines worked by the State.			
XIII	*Oudh and Rohilkhand—*			
	Gháziabad to Moradabad	(a)87·00	8th April 1897.	
XIV				
XVI	*East Coast—*			
	Rajamundry to Kovúr	4·55	11th May 1897.	
	Temporary Puri station to New Puri station	1·89	30th November 1897.	
		6·44		
	Total .	93·44		
	Lines worked by guaranteed companies .			
XVIII	*Great Indian Peninsula—*			
	Chálisgaon to Dhulia	(a)37·31	15th July 1897.	
XX	*Madras—*			
	Calicut to Cannanore	(b) 59·00	6th May 1897 . .	(b) Commencement of work on first 26 miles authorised.
	Arcot to Ranipet	4·35	9th December 1897.	
		63·35		
	Total .	100·66		
	Assisted company.			
XXIII	*Southern Punjab—*			
	Narwana to Kaithal	25·00	17th March 1898.	
	Line owned by native state and worked by state railway agency.			
XXXVIII	*Ludhiána-Dhuri-Jakhal—*			
	Ludhiána *vid* Dhuri to Jakhal . . .	(a)80·32	6th October 1897.	
	Total standard gauge .	453·53		

APPENDIX B—*concld.*

Railways or sections of railways sanctioned from the 1st April 1897 to the 31st March 1898.

Classification No.	Railway and section.	Length in miles.	Date of sanction.	Remarks.
	Metre gauge.			
	State line worked by company.			
XXXIX	*Bengal and North-Western Company's section*—			
	Ganges Gogra Doab lines—			
	Azamgarh to Shahganj	33·00	18th May 1897.	
	State line worked by the State.			
L	*Eastern Bengal*—			
	Teesta bridge at Kaunia and approaches .	4·87	15th July 1897.	
	Alipur to Jhainti (Cooch Behar-Santrabari extension—British section) . . .	(*a*)20·08	20th December 1897 .	(*a*) Provisionally sanctioned.
		24·95		
LII	*Shadipalli-Balotra (British section)*—			
	Hyderabad (Sind) to Jodhpore Frontier .	(*b*)71·26	13th May 1897 .	(*b*) Excluding 48·75 miles of the existing Hyderabad-Shadipalli railway (standard gauge) between Shadipalli and Rahoki Junction to be converted to the metre gauge, as also 6·50 miles of the same railway between Rahoki Junction and Hyderabad on which a separate metre gauge track will be added.
	Total .	96·21		
	Assisted companies.			
LV	*Bengal Dooars*—			
	Malbazar to Hantupara	46·00	2nd March 1898.	
	Dam Dim to Bagrakote	6·76		
	Deomoni Hat to Lalmonie Hat . . .	69·00		
		121·76		
LVII	*Ledo and Tikak-Margherita Colliery* (*c*)—			
	Dehing bridge to Ledo	10·00	1st January 1897 .	(*c*) Constituted a railway from this date.
	Total .	131·76		
	Lines owned and worked by native states.			
LXIX	*Jodhpore-Bickaneer (Bickaneer section)*—			
	Khari to Lankaransar	8·90	27th January 1898.	
LXX	*Oodeypore-Chitor*—			
	Debari to Codeypore	6·44		
LXXIV	*Jeypore*—			
	Sanganer to Sewai Madhopur . . .	72·78	2nd December 1897.	
LXXV	*Dhrángadra*—			
	Wadhwan to Dhrángadra	21·00	23rd December 1897.	
	Total .	109·12		
	Total metre gauge .	370·09		
	Special gauge.			
	Assisted company.			
LXXXII	*Bársi Light* (2′ 6″)—			
	Bársi Road to Pandharpur	33·00	6th January 1898.	
	Lines owned by native states and worked by companies			
LXXXIV	*Rajpipla* (2′ 6″)—			
	Raj Pardi to Nandod	(*d*)17·80	7th February 1898 .	(*d*) Provisionally sanctioned. Commencement of work not yet authorised.
LXXXV	*Rewah* (2′ 6″)—			
	Rewah to Sutna	(*e*)31·00	18th May 1897 .	(*e*) Commencement of work not yet authorised.
		48·80		
	Line owned by native state and worked by state railway agency.			
LXXXVI	*Cooch Behar* (2′ 6″)—			
	Cooch Behar to Alipur (Cooch Behar—Santrabari extension—Native state section) .	(*a*)11·50	20th December 1897.	
	Total special gauge .	93·30		
	Grand Total .	916·92		

Railways or sections of railways opened for traffic from the 1st April 1897 to the 31st March 1898.

Classification No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	Standard gauge.			
	State lines worked by companies.			
I	*East Indian*—			
	Salanpur branch extension	1·25	31st October 1897.	
IV	*Indian Midland*—			
	Saugor to Damoh	47·83	26th March 1898.	
	Total	49·08		
	State lines worked by the state.			
XVI	*East Coast*—			
	Bezwada to Kistna canal junction	2·66	15th July 1897.	The standard gauge was opened for goods traffic on this date. Not included in total as the metre gauge was opened on the 1st January 1894.
	Assisted company.			
XXIII	*Southern Punjab (Delhi-Samásata)*—			
	Delhi to Samasâta	399·80	10th November 1897.	
	Total standard gauge	(*a*) 488·88		(*a*) See remark above against East Coast State railway.
	Metre gauge.			
	State lines worked by companies.			
XXXIX	*Bengal and North-Western (Company's section)*—			
	Salimpur to Barhaj	12·77	1st December 1897.	
	Mohinpurwa to Katarnian ghât	27·08	25th March 1898.	
		39·85		
XLIX	*Burma*—			
	Mogaung to Myitkyina	37·00	1st January 1898 ...	For goods traffic.
	Myohaung to Sedaw	13·00		
		50·00		
	Total	89·85		
	State line worked by the state.			
LI	*Cawnpore-Burhwal (metre gauge link)*—			
	Aishbagh to Cawnpore	45·03	25th April 1897 ...	For goods traffic. For passenger traffic on the 15th May 1897.
	Carried over ...	134·88		

N.B.—Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

APPENDIX C—*concld.*

Railways or sections of railways opened for traffic from the 1st April 1897 to the 31st March 1898.

Classification No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	Brought forward .	134·88		
	Assisted companies.			
LVII	*Ledo and Tikak-Margherita Colliery*—			
	Dehing bridge to Ledo	10·00	1st January 1897 ...	For goods traffic. Constituted a railway from this date.
LVIII	*Ahmedabad-Parántij*—			
	Ahmedabad to Talod	32·75	1st May 1897.	
	Talod to Parántíj	7·75	2nd July 1897.	
	Parántíj to Idar-Ahmednagar . . .	14·09	23rd October 1897.	
		54·59		
	Total .	64·59		
	Lines owned and worked by native states.			
LXXIII	*Jámnagar*—			
	Rájkot to Jámnagar	(a) 54·28	8th April 1897 ...	(a) Including 3·99 miles Bedi Bandar Dock Estate sidings.
	Foreign line.			
LXXVIII	*Káraikkal-Peralam*—			
	Káraikkal to Peralam	14·45	14th March 1898.	
	Total metre gauge .	268·20		
	Special gauge.			
	Lines owned by native states and worked by companies.			
LXXXIII	*The Gaekwar's Dabhoi (2′ 6″)*—			
	Vishvámitri to Pádra	7·14	1st July 1897.	
LXXXIV	*Rajpipla (2′ 6″)*—			
	Anklesvar to Raj Pardi	19·03	1st July 1897.	
	Total special gauge .	26·17		
	Grand Total . . .	(a) 743·25		(a) See remark against East Coast State railway.
	Steam tramways working outside municipal limits.			
	Howrah-Amta (2′ 0″ gauge)—			
	Howrah to Domjur	9·50	1st July 1897.	
	Domjur to Jagatbalabpore . . .	7·00	2nd October 1897.	
		16·50		
	Howrah-Sheakhalla (2′ 0″ gauge)—			
	(b) Kadamtolla to Chanditolla . . .	8·75	2nd August 1897.	(b) Excluding 2 miles (Howrah to Kadamtolla) of the Howrah Amta line, run over by the Howrah-Sheakhalla tramway.
	Chanditolla to Kistrompur . . .	3·75	19th September 1897.	
	Kistrompur to Sheakhalla . . .	4·75	7th November 1897.	
		17·25		
	Total .	33·75		

Length of railways open for traffic at the end of the official years 1892-93 and 1897-98, and progress made in the opening of railways during the official years 1893-94 to 1897-98.

Classification No.	Railway.	Mileage open at the end of 1892-93.	Opened during 1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	Mileage open at the end of 1897-98.	Classification No.	Remarks.
	Standard gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
I	East Indian	(a)1,613½	...	(b)61½	23½	4¾	1¼	1,705	I	(a) Including the Nalháti and Patna-Gya railways incorporated on 1st April and 1st July 1892, respectively.
II	Bengal Central	...	...	...	...	(c)125	...	125	II	(b) Including the Sakri Ghât branch previously omitted.
III	Bengal-Nágpur	861¾	...	...	...	...	...	860¾	III	(c) Transferred from "State lines worked by the State" on the 1st January 1897.
IV	Indian Midland	677½	...	...	1¾	...	47¾	727½	IV	(d) Including the Bezwada-Godávari section of the East Coast State railway, opened on the 20th February 1893.
V	Bhopal-Itársi (British section)	13	...	...	...	...	...	13	V	(e) Portion of the East Coast State railway referred to in remark (d) retransferred to the State for working from the 1st January 1894.
VI	Godhra-Rutlam-Nágdá	25	20	70¼	...	25¾	...	141	VI	
VII	Wardha Coal	45	...	...	...	...	...	45	VII	(f) Treated as an integral part of the East Coast State railway.
VIII	Dhond-Manmád	145¼	...	...	...	...	...	145½	VIII	(g) Although still an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
IX	Bezwada extension (East Coast State)	(d) 112¾	(e)—91	(f)—21½	(g) 20½	...	...	20½	IX	(h) Including the Jammu and Kashmir railway (British section) and the Amritsar-Pathankot railway and 6 miles of military line not used for public traffic.
X	Madras-Ennúr section (Bezwada-Madras)	...	...	...	9	...	...	8½	X	(i) Including the Mushkaf-Bolan railway, which was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Sind-Pishin section owing to the line being breached, but actual opening has been deferred to facilitate the completion of the double line between Ab-i-Gum and Kolpur.
	Total mileage opened during each year	...	—71	110¼	54¾	155½	49	...		
	Total open mileage at the end of each year	3,493¼	3,422¾	3,533	3,588½	3,740	...	3,791¾		
	State lines worked by the State.									
XI	North Western	(h)2,427½	...	...	103½	(i)264	...	2,817	XI	(j) Transferred to "State lines worked by companies" on the 1st January 1897.
XII	Hyderabad-Shadipalli	59	...	...	...	...	...	59	XII	(k) Including the Bezwada-Gódávari section transferred for working from "State lines worked by companies."
XIII	Oudh and Rohilkhand	692½	48¼	56	...	15¼	....	812½	XIII	(l) Including the Bezwada extension of the East Coast State railway.
XIV	Eastern Bengal	248¼	...	...	...	...	....	253½	XIV	(m) The Bezwada extension of this line has been excluded, for reasons given in remark (g) and shown under "State lines worked by companies." Excludes also the metre gauge link between Tadépalli and Bezwada.
	Bengal Central	125	...	...	...	(j)—125	...	...		
XV	Calcutta Port Commissioners'	6¼	...	...	...	...	...	8½	XV	
XVI	East Coast	...	(k)269½	(l)111½	(m)113¾	47	...	(n)538¾	XVI	(n) Including 2·66 miles (laid on the mixed gauge) and 0·33 mile (metre gauge).
	Total mileage opened during each year	...	317¾	167½	217¼	201¼	...	...		
	Total open mileage at the end of each year	3,558¼	3,876½	4,038¼	4,262¾	4,468½	...	4,489¼		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX D—*contd.* APPENDIX

Length of railways open for traffic at the end of the official years 1892-93, and 1897-98, and progress made in the opening of railways during the official years 1893-1894 to 1897-98.

Classification No.	Railway.	Mileage open at the end of 1892-93.	Opened during 1893-94	1894-95.	1895-96.	1896-97.	1897-98.	Mileage open at the end of 1897-98.	Classification No.	Remarks.
	STANDARD GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XVIII	GREAT INDIAN PENINSULA .	1,286¾	...	...	...	1	...	1,288	XVIII	
XIX	BOMBAY, BARODA AND CENTRAL INDIA	460¾	...	...	...	...	...	460¾	XIX	
XX	MADRAS	839¼	...	...	...	...	...	839¼	XX	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	...	...	...	1	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . .	2,586¾	2,586¾	2,587	2,587	2,588	...	2,588		
	Assisted companies.									
XXI	DELHI-UMBALLA-KALKA . .	161½	...	...	...	...	...	162¼	XXI	
XXII	TARKESSUR	22¼	...	...	...	...	...	22¼	XXII	
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	...	...	...	...	...	399¾	399¾	XXIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	...	...	399¾	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . .	183¾	183¾	183¾	183¾	182¾	...	584¼		
	Lines owned by native states and worked by companies.									
XXVII	KHÁMGAON	7½	...	...	...	...	...	7½	XXVII	
XXVIII	AMRÁOTI	5½	...	...	...	...	...	5½	XXVIII	
XXIX	BÍNA-GOONA	...	...	...	72½	...	...	71¾	XXIX	
XXX	BHOPAL-UJJAIN	...	...	...	113½	...	...	113½	XXX	
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44	...	...	...	...	...	44¼	XXXI	
XXXII	THE NIZAM'S GUARANTEED STATE	(*a*)332¼	...	...	...	...	...	332¼	XXXII	(*a*) Including the Trimulgherry troop siding.
XXXIII	NÁGDÁ-UJJAIN	...	...	...	...	34¾	...	34¾	XXXIII	
XXXIV	THE GAEKWAR'S PETLÁD . .	13¼	...	...	...	...	...	13¼	XXXIV	
XXXV	KOLAR GOLD-FIELDS . .	...	...	10	...	...	...	10	XXXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	...	10	185¾	34¾	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . .	402½	402½	412½	598¼	632¾	...	632¾		
	Lines owned by native states and worked by state railway agency.									
XXXVI	RÁJPURA-BHÁTINDA . .	108	...	...	...	...	...	108	XXXVI	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . .	16	...	...	...	...	...	16	XXXVII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . .	124	124	124	124	124	...	124		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR	...	246¾	287¾	457¼	392½	448¾	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	10,318½	10,596¼	10,878	11,344½	11,736	...	12,210		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

D—*contd.*

Length of railways open for traffic at the end of the official years 1892-93 and 1897-98, and progress made in the opening of railways during the official years 1893-94 to 1897-98.

Classification No.	Railway.	Mileage open at the end of 1892-93.	Opened during 1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	Mileage open at the end of 1897-98.	Classification No.	Remarks.
	Metre gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
XXXIX	Bengal and North-Western—								XXXIX	
	Tirhoot section	341¾	...	...	...	...	...	341¾		
	Company's section	414½	6	...	...	63½	40	516		
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	221¾	7½	1¾	...	...	...	231¼	XL	
XLI	Rajputana-Malwa	1,674	...	...	...	...	...	1,674	XLI	
XLII	Pálanpur-Deesa	...	17¼	...	...	...	...	17¼	XLII	
XLIII	Southern Mahratta	1,043¾	...	...	...	...	...	1,042	XLIII	
XLIV	Guntakal-Mysore frontier	(*a*) 63	56½	...	...	...	...	119½	XLIV	(*a*) Transferred from the South Indian railway.
XLV	Mysore section (Southern Mahratta)	331¼ (*b*)	(*c*)—35¼	...	....	...	...	296	XLV	(*b*) Sixty-three miles transferred to the Guntakal-Mysore frontier railway.
XLVI	South Indian	1,042¼	...	...	...	...	...	1,041½	XLVI	
XLVII	Máyavaram-Mutupet	...	...	54	...	...	...	54	XLVII	(*c*) Yesvantpur-Dodballapur and Mysore-Nanjangúd sections, now shown as Nos. LXV and LXVI, respectively.
XLVIII	Assam-Bengal	...	...	...	159	201¾	...	360½	XLVIII	
XLIX	Burma	...	...	...	...	(*d*) 886½	50	936½	XLIX	(*d*) Transferred from "State lines worked by the State."
	Total mileage opened during each year	...	52	55¾	159	1,151¾	90	...		
	Total open mileage at the end of each year	5,132¼	5,183¾	5,232	5,390¾	6,543	...	6,630¼		
	State lines worked by the State.									
L	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478¼	...	...	...	...	...	478½	L	
	Dacca section	86	...	...	...	...	...	86		
LI	Cawnpore-Burhwal (metre gauge link)	...	...	...	..	(*e*) 34½	45	79½	LI	(*e*) Including 16¾ miles from Burhwal to Bara Banki, and half a mile on the Cawnpore bridge laid on a mixed gauge.
	Burma	717½	13	15½	141¼	(*f*) —886½	...	...		(*f*) Transferred to "State lines worked by companies."
	Mu Valley									
	Total mileage opened during each year	...	13	15½	141¼	—852	45	...		
	Total open mileage at the end of each year	1,281¾	1,294¼	1,310	1,451	599	...	644		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX D—*contd.* APPENDIX

Length of railways open for traffic at the end of the official years 1892-93 and 1897-98 and progress made in the opening of railways during the official years 1893-94 to 1897-98.

Classification No.	Railway.	Mileage open at the end of 1892-93.	Opened during 1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	Mileage open at the end of 1897-98.	Classification No.	Remarks.
	METRE GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Assisted companies.									
LIII	DEOGHUR	4¾	...	...	...	...	...	4¾	LIII	
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION)	54	...	...	...	...	...	54	LIV	
LV	BENGAL DOOARS	27	5¼	4¼	...	...	...	36½	LV	
LVI	DIBRU-SADIYA	77½	...	...	...	...	...	77½	LVI	
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY	...	...	...	...	...	10	10	LVII	
LVIII	AHMEDABAD-PARÁNTÍJ	...	...	...	..	...	54½	54½	LVIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	5¼	4¼	...	...	64½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	165¼	168½	172¾	172½	172¾	...	237¼		
	Lines owned by native states and worked by companies.									
LXIII	THE GAEKWAR'S MEHSÁNA	92¾	...	...	...	...	...	92¾	LXIII	
LXIV	KOLHÁPUR	29	...	...	...	...	...	29	LXIV	(*a*) Including the Yesvantpur-Dodballapur section previously included with the Mysore section (Southern Mahratta).
LXV	YESVANTPUR MYSORE FRONTIER	...	(*a*) 51½	...	...	..	...	51¼	LXV	
LXVI	MYSORE-NANJANGÚD	...	(*b*) 15¼	...	...	...	...	15¼	LXVI	(*b*) Previously included with the Mysore section (Southern Mahratta).
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	66¾	...	...	...	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	121¾	188½	188¼	188¼	188¼	...	188¼		
	Lines owned and worked by native states.									
LXIX	JODHPORE-BICKANEER—								LXIX	
	JODHPORE SECTION	364	...	...	...	...	...	364		
	BICKANEER SECTION									
LXX	OODEYPORE-CHITOR	...	...	...	60¼	...	...	60¼	LXX	
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	333½	...	...	...	...	...	333½	LXXI	
LXXII	JETALSAR-RÁJKOT	...	46¼	...	...	...	...	46¼	LXXII	
LXXIII	JÁMNAGAR	...	...	...	...	...	54¼	54¼	LXXIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	46¼	...	60¼	...	54¼	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	697½	744	744¼	804	804	...	858¼		
	Foreign lines.									
LXXVI	WEST OF INDIA PORTUGUESE	51	...	...	...	...	...	51	LXXVI	
LXXVII	PONDICHERRY	7¾	...	...	...	...	...	7¾	LXXVII	
LXXVIII	KÁRAIKKAL-PERALAM	...	...	...	...	...	14½	14½	LXXVIII	
	TOTAL MILEAGE OPENED DURING THE YEAR	...	...	...	...	...	14½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	58¾	58¾	58¾	58¾	58¾	...	73¼		
	TOTAL METRE GAUGE MILEAGE OPENED DURING EACH YEAR	...	183¼	75½	360½	299½	268½	...		
	TOTAL METRE GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	7,455½	7,637¾	7,706	8,065¼	8,365¾	...	8,631½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

D—*concld.*

Length of railways open for traffic at the end of the official years 1892-93 and 1897-98, and progress made in the opening of railways during the official years 1893-94 to 1897-98.

Classification No.	Railway.	Mileage open at the end of 1892-93.	Opened during					Mileage open at the end of 1897-98.	Classification No.	Remarks.
			1893-94.	1894-95.	1895-96.	1896-97.	1897-98.			
		Miles.	Miles.	Miles.	Miles	Miles.	Miles.	Miles.		
	Special gauges.									
	State lines worked by the State.									
LXXX	Jorhát (2′ 0″)	28¼	...	...	...	...	...	28¼	LXXX	
	Assisted companies.									
LXXXI	Darjeeling-Himalayan (2′ 0″)	51	...	...	...	...	...	51	LXXXI	
LXXXII	Bársi light (2′ 6″) . . .	...	...	...	...	21½	...	21¾	LXXXII	
	Total mileage opened during each year . . .	...	...	...	...	21½	...	...		
	Total open mileage at the end of each year. . .	51	51	51	51	72½	...	72¾		
	Line owned by native state and worked by company.									
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	71¾	...	...	...	...	7¼	78¾	LXXXIII	
LXXXIV	Rajpipla (2′ 6″) . . .	...	...	...	...	...	19	19	LXXXIV	
	Total mileage opened during each year . . .	...	...	...	...	...	26¼	...		
	Total open mileage at the end of each year . .	71¾	71¾	71¾	71¾	71¾	...	97¾		
	Line owned by native state and worked by state railway agency.									
LXXXVI	Cooch Behar (2′ 6″) . .	...	22¼	...	...	...	...	22¼	LXXXVI	
	Line owned and worked by native state.									
LXXXVII	Morvi (2′ 6″)	93¾	...	½	...	...	...	94¼	LXXXVII	
	Total Mileage of special gauge railways opened during each year . . .	...	22¼	½	...	21½	26¼	...		
	Total open mileage of special gauge railways at the end of each year . .	244¾	266¾	267¼	267¼	288½	...	315¼		
	Total mileage of all railways opened during each year	...	452¼	363¾	818½	713¾	743¼	...		
	Total open mileage of all railways at the end of each year	18,048½	18,500¾	18,851¾	19,677	20,390¼	...	21,156¾		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E. APPENDIX

Length of railways open for traffic at the end of the calendar years 1892 and 1897, and progress made in the opening of railways during the calendar years 1893 to 1897.

Classification No.	Railway.	Mileage open at the end of 1892.	Opened during 1893.	1894.	1895.	1896.	1897.	Mileage open at the end of 1897.	Classification No.	Remarks.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles	Miles.	Miles.	Miles.		
	State lines worked by companies.									
I	East Indian	(b) 1,610¼	3	49¼	36	4¾	1¼	1,705	I	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
II	Bengal Central (a)	...	...	...	...	..	(h)125	125	II	
III	Bengal-Nágpur	831½	30	...	...	...	...	860¾	III	
IV	Indian Midland	677½	...	...	1¾	...	...	679½	IV	(b) Including the Nalháti and the Patna-Gya railways incorporated on the 1st April and the 1st July 1892, respectively.
V	Bhopal-Itársi (British section)	13	...	...	...	...	...	13	V	
VI	Godhra-Rutlam-Nágdá	...	25	90½	...	25¾	...	141	VI	(c) Including the Amritsar-Pathánkot railway incorporated on the 1st April 1892 and 6 miles of military line not used for public traffic.
VII	Wardha Coal	45	...	...	...	...	...	45	VII	
VIII	Dhond-Manmád	145½	...	...	...	...	...	145½	VIII	(d) Bezwada-Gódávari section of the East Coast State railway.
IX	Bezwada extension (East Coast State)	21½	(d)91	(e)—91	...	...	...	20½	IX	(e) Bezwada-Gódávari section, East Coast State railway, retransferred to the state for working from the 1st January 1894.
X	Madras-Ennúr section (Bezwada-Madras)	...	...	...	...	8½	...	8½	X	(f) Including the Bezwada-Gódávari section of the East Coast State railway retransferred to the state for working from the 1st January 1894.
	Total mileage opened during each year	...	149	48¾	37¾	39	126¼	...		(g) The metre gauge line from Tadépalli to Bezwada has been excluded from the mileage of this railway.
	Total open mileage at the end of each year	3,344	3,493¾	3,541¾	3,579¼	3,614¾	...	3,743¾		(h) Transferred on the 1st January 1897 from "State lines worked by the State."
	State lines worked by the State.									(i) Transferred to "State lines worked by companies" on the 1st January 1897.
XI	North Western	(c) 2,427¼	...	...	45½	236¼	85¾	2,817	XI	(j) Including 2·66 miles (laid on the mixed gauge) and 0·33 mile (metre gauge).
XII	Hyderabad-Shadipalli	59	...	...	...	...	...	59	XII	
XIII	Oudh and Rohilkhand	692½	48½	56	...	15½	...	812½	XIII	
XIV	Eastern Bengal	248¼	...	...	...	...	...	253½	XIV	
	Bengal Central (a)	125	...	...	...	...	(i)—125	...		
XV	Calcutta Port Commissioners'	6¼	...	...	...	...	...	8½	XV	
XVI	East Coast	...	174½	(f) 183	(g) 72½	73½	38	(j) 538¾	XVI	
	Total mileage opened during each year	...	223	239	118	325	—1¼	...		
	Total open mileage at the end of each year	3,558¼	3,781½	4,019¼	4,143	4,472½	...	4,489½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

E—*contd.*

Length of railways open for traffic at the end of the calendar years 1892 and 1897, and progress made in the opening of railways during the calendar years 1893 to 1897.

Classification No.	Railway.	Mileage open at the end of 1892.	Opened during 1893.	1894.	1895.	1896.	1897.	Mileage open at the end of 1897.	Classification No.	Remarks.
	STANDARD GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XVIII	GREAT INDIAN PENINSULA .	1,286¾	...	...	...	1	...	1,288	XVIII	
XIX	BOMBAY, BARODA AND CENTRAL INDIA	460¾	...	...	...	...	...	460¾	XIX	
XX	MADRAS	839¼	...	...	...	...	...	839¼	XX	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	...	1	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	2,586¾	2,586¾	2,587	2,587	2,588	...	2,588		
	Assisted companies.									
XXI	DELHI-UMBALLA KALKA . .	161½	...	...	...	...	...	162¼	XXI	
XXII	TARKESSUR	22¼	...	...	...	...	...	22¼	XXII	
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	...	...	...	...	...	399¾	399¾	XXIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	...	...	399¾	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	183¾	183¾	183¾	183¾	182¾	...	584¼		
	Lines owned by native states and worked by companies.									
XXVII	KHÁMGAON	7½	...	...	...	...	...	7½	XXVII	
XXVIII	AMRÁOTI	5½	...	...	...	...	...	5½	XXVIII	
XXIX	BÍNA-GOONA	...	...	...	72¼	...	...	71¾	XXIX	
XXX	BHOPAL-UJJAIN	...	...	...	113½	...	...	113½	XXX	
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44	...	...	...	...	...	44¼	XXXI	
XXXII	THE NIZAM'S GUARANTEED STATE	(*a*) 332¼	...	...	...	...	...	332¼	XXXII	(*a*) Including the Trimulgherry tr oop siding.
XXXIII	NÁGDÁ-UJJAIN	...	...	...	...	34½	...	34¾	XXXIII	
XXXIV	THE GAEKWAR'S PETLÁD. .	13¼	...	...	...	...	...	13¼	XXXIV	
XXXV	KOLAR GOLD-FIELDS . .	...	...	10	...	...	...	10	XXXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	10	185¾	34½	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . .	402½	402½	412½	598½	632½	...	632¾		
	Lines owned by native states and worked by state railway agency.									
XXXVI	RÁJPURA-BHÁTINDA . .	108	...	...	...	...	...	108	XXXVI	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . .	16	...	...	...	...	...	16	XXXVII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	124	124	124	124	124	...	124		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR	...	372	297¾	341½	399½	524¾	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	10,199¼	10,572¼	10,868¼	11,215½	11,614½	...	12,162		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E—*contd.* APPENDIX

Length of railways open for traffic at the end of the calendar years 1892 and 1897, and progress made in the opening of railways during the calendar years 1893 to 1897.

Classification No.	Railway.	Mileage open at the end of 1892.	Opened during 1893.	1894.	1895.	1896.	1897.	Mileage open at the end of 1897.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Metre gauge.									
	State lines worked by companies.									
XXXIX	Bengal and North-Western (a)—								XXXIX	(a) Although for convenience classed amongst state railways, the company's section of this railway is the property of the Bengal and North-Western Railway Company.
	Tirhoot section	341¾	...	...	...	...	...	341¾		
	Company's section	414½	...	...	...	63½	12¾	485½		
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	198½	23½	9¼	...	...	...	231¼	XL	
XLI	Rajputana-Malwa	1,674	...	...	...	...	...	1,674	XLI	
XLII	Pálanpur-Deesa	...	17¼	...	....	...	...	17¼	XLII	
XLIII	Southern Mahratta	1,043¾	...	...	...	...	...	1,042	XLIII	
XLIV	Guntakal-Mysore frontier	63	56½	...	...	...	...	119½	XLIV	
XLV	Mysore section (Southern Mahratta)	331¼	(b)—35¼	...	...	...	...	296	XLV	(b) Yesvantpur-Dodballapur and Mysore-Nanjangúd sections, now shown as Nos. LXV and LXVI, respectively.
XLVI	South Indian	1,042¼	...	...	...	...	...	1,041½	XLVI	
XLVII	Máyavaram-Mutupet	...	...	54	...	...	...	54	XLVII	(c) Transferred from "State lines worked by the State."
XLVIII	Assam-Bengal	...	...	...	129½	156½ (c) & (d)	74¼	(g)360¾	XLVIII	
XLIX	Burma	...	...	...	...	886½	1¼	887	XLIX	(d) Including 52¼ miles opened during 1896.
	Total mileage opened during each year	...	62	63¼	129½	1,106½	88¾	...		(e) Including 16¾ miles from Burhwal to Bara Banki, and ½ a mile on the Cawnpore bridge laid on a mixed gauge.
	Total open mileage at the end of each year	5,109	5,170¼	5,231¾	5,361¼	6,468¼	...	6,550½		(f) Transferred to "State lines worked by companies."
	State lines worked by the State.									(g) Including the Gauháti-Jamuna Mukh section, 74·73 miles, temporarily closed from the 13th June 1897 on account of damages done by the earthquake.
L	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478½	...	...	...	...	...	478½	L	
	Dacca section	86	...	...	...	...	...	86		
LI	Cawnpore-Burhwal (metre gauge link)	...	...	...	...	(e) 34½	45	(e) 79½	LI	
	Burma	717½	13	15½	89	(f)—834¼	...	...		
	Mu Valley									
	Total mileage opened during each year	...	13	15½	89	—799¾	45	...		
	Total open mileage at the end of each year	1,281¾	1,294¼	1,309¾	1,398¾	599	...	644		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

E—*contd.*

Length of railways open for traffic at the end of the calendar years 1892 and 1897, and progress made in the opening of railways during the calendar years 1893 to 1897.

Classification No.	Railway.	Mileage open at the end of 1892.	Opened during 1893.	1894.	1895.	1896.	1897.	Mileage open at the end of 1897.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Metre gauge—*concld.*									
	Assisted companies.									
LIII	Deoghur	4¾	...	...	...	...	...	4¾	LIII	
LIV	Rohilkund and Kumaon (Company's section)	54	...	...	...	...	...	54	LIV	
LV	Bengal Dooars	...	32¼	4¼	...	...	...	36½	LV	
LVI	Dibru-Sadiya	77½	...	...	...	...	...	77½	LVI	
LVII	Ledo and Tikak-Margherita-Colliery	...	...	...	...	...	10	10	LVII	
LVIII	Ahmedabad-Parántij	...	...	...	...	...	54½	54½	LVIII	
	Total mileage opened during each year	...	32¼	4¼	...	...	64½	...		
	Total open mileage at the end of each year	136¼	168½	172⅝	172⅝	172¾	...	237¼		
	Lines owned by native states and worked by companies.									
LXIII	The Gaekwar's Mehsána	92¾	...	...	...	...	...	92¾	LXIII	
LXIV	Kolhápur	29	...	...	...	...	...	29	LXIV	
LXV	Yesvantpur-Mysore frontier	...	(*a*) 51½	...	...	...	...	51¼	LXV	(*a*) Including the Yesvantpur-Doddballapur section, previously included with the Mysore section (Southern Mahratta).
LXVI	Mysore-Nanjangúd	...	(*b*) 15⅓	...	...	...	...	15⅓	LXVI	
	Total mileage opened during each year	...	66¾	...	...	...	...	...		(*b*) Previously included with the Mysore section (Southern Mahratta).
	Total open mileage at the end of each year	121¾	188½	188¼	188¼	188¼	...	188¼		
	Lines owned and worked by native states.									
LXIX	Jodhpore-Bickaneer—								LXIX	
	Jodhpore section	364	...	...	...	...	...	364		
	Bickaneer section									
LXX	Oodeypore-Chitor	...	...	...	60½	...	...	60½	LXX	
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	333½	...	...	...	...	...	(*c*) 333½	LXXI	(*c*) Including 4·50 miles of Bhávnagar Dock estates and Junágad quarry lines.
LXXII	Jetalsar-Rájkot	...	46¼	...	...	...	...	46¼	LXXII	
LXXIII	Jámnagar	...	...	...	...	...	54¼	(*d*) 54¼	LXXIII	(*d*) Including 3·99 miles Bedi Bandar Dock estate siding.
	Total mileage opened during each year	...	46¼	...	60¼	...	54¼	...		
	Total open mileage at the end of each year	697½	744	744⅓	804	804	...	858¼		
	Foreign lines.									
LXXVI	West of India Portuguese	51	...	...	...	...	...	51	LXXVI	
LXXVII	Pondicherry	7¾	...	...	...	...	...	7¾	LXXVII	
	Total open mileage at the end of each year	58¾	58¾	58¾	58¾	58¾	...	58¾		
	Total metre gauge mileage opened during each year	...	220¼	83	278¾	306¾	252½	...		
	Total metre gauge open mileage at the end of each year	7,405	7,624¼	7,705½	7,983¾	8,291	...	8,537		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E—*concld.*

Length of railways open for traffic at the end of the calendar years 1892 and 1897, and progress made in the opening of railways during the calendar years 1893 to 1897.

Classification No.	Railway.	Mileage open at the end of 1892.	Opened during 1893.	1894.	1895.	1896.	1897.	Mileage open at the end of 1897.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Special gauges.									
	State line worked by the State.									
LXXX	Jorhât (2′ 0″)	28¼	...	...	...	...	...	28¼	LXXX	
	Assisted companies.									
LXXXI	Darjeeling-Himalayan (2′ 0″)	51	...	...	...	...	...	51	LXXXI	
LXXXII	Bârsi Light (2′ 6″) ...	...	...	...	...	...	21¾	21¾	LXXXII	
	Total mileage opened during each year	...	...	...	...	...	21½	...		
	Total open mileage at the end of each year . .	51	51	51	51	51	...	72¾		
	Lines owned by native states and worked by companies.									
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	71¼	...	...	...	...	7½	78¾	LXXXIII	
LXXXIV	Rajpipla (2′ 6″) . . .	...	...	...	...	...	19	19	LXXXIV	
	Total mileage opened during each year . . .	...	...	...	...	...	26¼	...		
	Total open mileage at the end of each year . . .	71¾	71¾	71¾	71¾	71¾	...	97¾		
	Line owned by native state and worked by state railway agency.									
LXXXVI	Cooch Behar (2′ 6″) . .	...	22¼	...	...	...	...	22¼	LXXXVI	
	Line owned and worked by native state.									
LXXXVII	Morvi (2′ 6″)	93¾	...	½	...	...	...	94¼	LXXXVII	
	Total mileage of special gauge railways opened during each year . .	...	22¼	½	...	...	48	...		
	Total open mileage of special gauge railways at the end of each year .	244¾	266¾	267¼	267¼	267¼	...	315¼		
	Total mileage of all railways opened during each year.	...	614½	381¼	620¼	706¼	823¼	...		
	Total open mileage of all railways at the end of each year	17,849	(a) 18,463¾	18,841	19,466½	20,172¾	...	21,014¼		(a) The difference between the mileage shown here and that in Part I of the Administration Report for 1893-94 is due to the inclusion of openings reported after the publication of that report.

N B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

Railways or sections of railways under construction or sanctioned on the 31st March 1898.

Classification. No.	Railway and section.	Length in miles. (See also Appendix A.) Miles.	Miles.	Remarks.
	Standard gauge.			
	State lines worked by companies.			
I	*East Indian—*			
	Moghal Sarai to Gya	126·26		
	Bárán to Daltonganj, including the colliery branch	(a)82·50		(a) Commencement of work not yet authorised.
	Shikohabad to Farukhabad	(a)66·00		
	Háthras Road to Háthras City	5·61		
III	*Bengal-Nágpur—*		280·37	
	Sini *viâ* Midnapore to Howrah	170·00		
	Midnapore to Barang (Cuttack)	190·00		
IV	*Indian Midland—*		360·00	
	Damoh to Katni	68·04	68·04	
	Total	...	708·41	
	State lines worked by the State.			
XI	*North Western—*			
	Lyallpur to Khánewal	105·00		
	Campbellpore Cantonment to Basál (New Pind Sultáni)	25·00		
	Jand (b) to Daud Khel	55·00		(b) The length between Basál (New Pind Sultáni) and Jand, 16 miles, is a part of the open mileage of the Khusálgarh branch of the North Western State railway.
	Kotri to Hyderabad (Sind)	5·30		
XIII	*Oudh and Rohilkhand—*		190·30	
	Rae Bareli to Benares Cantonment	138·69		
	Gháziabad to Moradabad	(a)87·00		
XIV	*Eastern Bengal—*		225·69	
	Belgáchi to the Ganges	2·30		
	Panchooria to the Ganges	5·50		
	Panchooria to Faridpur	14·59		
XVI	*East Coast—*		22·39	
	Rajahmundry to Kovúr	4·55		
	Temporary Puri station to new Puri station	1·89		
XVII	*Bezwada-Madras (Ennúr-Bezwada section)*		6·44	
	Ennúr to Gudur	74·60		
	Nellore (c) to Tadêpalli	155·26		(c) The existing section of the South Indian, metre gauge, railway between Gudur and Nellore, 24·24 miles, which is under conversion to the standard gauge, will form part of this railway.
			229·86	
	Total	...	674·68	
	Carried over	...	1,383·09	

APPENDIX

Railways or sections of railways under construction or sanctioned on the 31st March 1898.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.) Miles.	Miles.	Remarks.
	Brought forward .	...	1,383·09	
	Standard gauge—*concld.*			
	Lines worked by guarnteed companies.			
XVIII	*Great Indian Peninsula—*			
	Chálisgaon to Dhulia	(*a*)37·31		(*a*) Commencement of work not yet authorised.
	Amalner to Jalgaon	34·05		
			71·36	
XX	*Madras—*			
	Calicut to Cannanore	(*b*)59·00		(*b*) Commencement of work on the first 26 miles authorised.
	Arcot to Ranipet	4·35		
			63·35	
	Total .	...	134·71	
	Assisted companies.			
XXIII	*Southern Punjab (Delhi-Samásata)—*			
	Delhi Brewery to Delhi	0·79		
	Narwana to Kaithal	25·00		
			25·79	
XXIV	*South Behar (Luckeeserai-Gya)—*			
	Luckeeserai to Gya	79·00		
			79·00	
XXV	*Hardwar-Dehra—*			
	Hardwar to Dehra	32·01		
			32·01	
XXVI	*Tápti Valley—*			
	Surat to Amalner	156·40	156·40	
	Total .	...	293·20	
	Line owned by native state and worked by company.			
XXIX	*Bina-Goona—*			
	Goona to Bara	76·00	76·00	
	Line owned by native state and worked by state railway agency.			
XXXVIII	*Ludhiána-Dhuri-Jakhal—*			
	Ludhiána *viâ* Dhuri to Jakhal	(*a*) 80·32	80·32	
	Total standard gauge .	...	1,967·32	

F—*contd.*

Railways or sections of railways under construction or sanctioned on the 31st March 1898.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.) Miles.	Miles.	Remarks.
	Metre gauge.			
	State lines worked by companies.			
XXXIX	*Bengal and North-Western—*			
	Tirhoot section—			
	Hajeepore to Bachhwara	44·25		
	Garhara to Katihár	116·75		
		161·00		
	Company's section—			
	Turtipur to Benares	83·20		
	Mau to Azamgarh	27·00		
	Azamgarh to Shahganj	33·00		
	Mau *vid* Ballia to Revelganj	71·32		
	Aunbihar to Ghazipur	29·00		
	Balrámpur to Tulsipur	20·00		
		263·52		
			424·52	
XLVIII	*Assam-Bengal—*			
	Badarpur to Makum	325·32		
	Badarpur to Silchar	18·62		
	Lumding to Jamuna Mukh	37·63		
			381·57	
XLIX	*Burma—*			
	Sedaw to the right bank of the Salween river	217·72	217·72	
	Total	...	1,023·81	
	State lines worked by the State.			
L	*Eastern Bengal—*			
	Teesta bridge at Kaunia and approaches	4·87		
	Alipur to Jhainti (Cooch Behar-Santrabari extension, British section, 2′ 6″ gauge)	(*a*) 20·08		(*a*) Provisionally sanctioned. (*b*) Excluding 48·75 miles of the existing Hyderabad-Shadipalli railway (standard gauge) between Shadipalli and Rahoki Junction to be converted to the metre gauge, as also 6·50 miles of the same railway between Rahoki junction and Hyderabad on which a separate metre gauge track will be added.
LII	*Shadipalli-Bálotra (British section)—*		24·95	
	Hyderabad (Sind) to Jodhpore frontier	(*b*) 71·26	71·26	
	Total	...	96·21	
	Carried over	...	1,120·02	

APPENDIX C

Railways or sections of railways under construction or sanctioned on the 31st March 1898.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.)		Remarks.
		Miles.	Miles.	
	Brought forward .	...	1,120·02	
	Metre gauge—*concld.*			
	Assisted companies.			
LV	*Bengal Dooars—*			
	Malbazar to Hantupara	46·00		
	Dam Dim to Bagrakote	6·76		
	Deomoni Hat to Lalmonir Hat . . .	69·00	121·76	
LIX	*Brahmaputra-Sultanpur—*			
	Sultanpur to Kaliganj	59·70	59·70	
LX	*Mymensingh-Jamálpur-Jagannathganj—*			
	Mymensingh to Jagannathganj . . .	53·81	53·81	
LXI	*Segowlie-Raksaul—*			
	Segowlie to Raksaul	18·00	18·00	
LXII	*Nilgiri—*			
	Méttupálaiyam to Coonoor	16·81	16·81	
	Total .	...	270·08	
	Lines owned by native states and worked by companies.			
LXVI	*Mysore-Nanjangúd—*			
	Nanjangúd station to a point nearer Nanjangúd town	0·50	0·50	
LXVII	*Birur-Shimoga—*			
	Birur to Shimoga	37·98	37·98	
LXVIII	*Hyderabad-Gódávari Valley—*			
	Secunderabad to Manmád	389·81	389·81	
	Total .	...	428·29	
	Lines owned and worked by native states.			
LXIX	*Jodhpore-Bickaneer—*			
	Jodhpore section—			
	Bálotra to the Jodhpore frontier . .	134·81		
	Bickaneer section—			
	Bickaneer to Khari	41·67		
	Khari to Lankaransar	8·90		
		50·57	185·38	
LXX	*Oodeypore-Chitor—*			
	Debari to Oodeypore	6·44	6·44	
LXXIV	*Jeypore—*			
	Sánganer to Sewai Madhopur . . .	72·78	72·78	
LXXV	*Dhrangadhra—*			
	Wadhwán to Dhrangadhrá	21·00	21·00	
	Total .	...	285·60	
	Total metre gauge .	...	2,103·99	

F—*concld.*

Railways or sections of railways under construction or sanctioned on the 31st March 1898.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.)		Remarks.
	Special gauges.	Miles.	Miles.	
	State line worked by company.			
LXXIX	*Raipur-Dhamtari branch (Bengal-Nágpur) (2′ 6″)—*			
	Raipur to Dhamtari	45·45		
	Abhanpur to Rajim	11·22	56·67	
	Assisted company.			
LXXXII	*Bársi Light (2′ 6″)—*			
	Bársi Road to Pandharpur	33·00	33·00	
	Lines owned by native states and worked by companies.			
LXXXIV	*Rajpipla (2′ 6″)—*			
	Raj Pardi to Nandod	(*a*)17·80	17·80	(*a*) Provisionally sanctioned.
LXXXV	*Rewah (2′ 6″)—*			
	Rewah to Sutna	(*b*)31·00	31·00	(*b*) Commencement of work not yet authorised.
	Total	...	48·80	
	Line owned by native state and worked by state railway agency.			
LXXXVI	*Cooch Behar (2′ 6″)—*			
	Cooch Behar to Alipur (Cooch Behar-Santrabari extension, native state section)	(*a*)11·50		
	Right bank of the Torsa river to the town of Cooch Behar	3·72	15·22	
	Line owned and worked by native state.			
LXXXVIII	*Gwalior-Sipri—*			
	Gwalior to Sipri (2′ 6″)	72·96	72·96	
	Total special gauges	...	226·65	
	TOTAL ALL GAUGES	...	4,297·96	
	Steam tramways working outside municipal limits.			
	Howrah-Amta (2′ 0″)—			
	Bárgachi to Amta	12·25	12·25	
	Howrah-Sheakhalla (2′ 0″)—			
	Chanditola to Jonai	2·00	2·00	
	Ránaghat-Krishnagarh (2′ 0″)—			
	Ránaghat to Krishnagarh	20·20	20·20	
	Mangaldai (2′ 6″)—			
	Rangamati to Ghagrapara	35·00	35·00	
	Total	...	69·45	

APPENDIX G. APPENDIX

Statement showing the total approximate earnings from the 1st January to the 31st March 1898, as compared with the actuals of the corresponding periods of 1896 and 1897.

Classification No.	Railway.	1st January to 31st March 1896.	1st January to 31st March 1897.	1st January to 31st March 1898.	Remarks.
	STANDARD GUAGE.	Rs.	Rs.	Rs.	
	State lines worked by companies				
I	East Indian	1,48,59,007	1,55,25,619	1,58,38,000	
II	Bengal Central	(a)	2,29,673	2,74,000	(a) See "State lines worked by the State."
III	Bengal-Nágpur	21,51,659	19,35,037	19,59,000	
IV	Indian Midland	12,67,054	13,78,400	15,32,000	
VI	Godhra-Rutlam-Nágdá	3,13,030	2,85,308	3,15,000	
IX	Bezwada extension (East Coast State)	52,526	48,295	53,800	
X	Madras-Ennúr section (Bezwada-Madras)	(b) 7,877	18,196	13,500	(b) Earnings from the date of opening, *viz.*, 22nd February 1896.
	Total	1,86,51,153	1,94,20,528	1,99,85,300	
	State lines worked by the State.				
XI	North Western (c)	82,40,331	75,43,057	97,80,000	(c) Including the Jammu and Kashmir railway (Native state section).
XII	Hyderabad-Shadipalli	49,525	47,364	53,300	
XIII	Oudh and Rohilkhand (including the metre gauge link)	25,85,199	20,65,318	24,08,000	
XIV	Eastern Bengal (d)	32,23,475	31,35,833	37,33,000	(d) Including the metre and special gauge sections.
	Bengal Central	2,11,565	(e)	(e)	(e) See "State lines worked by companies."
XVI	East Coast	5,95,316	6,36,506	7,64,000	
	Total	1,49,05,411	1,34,28,078	1,67,38,300	
	Lines worked by guaranteed companies.				
XVIII	Great Indian Peninsula (f)	1,11,43,739	82,43,633	93,76,000	(f) Including the Wardha Coal, the Dhond Manmád, the Khámgaon and the Amráoti railways.
XIX	Bombay, Baroda and Central India	46,84,561	35,78,406	33,85,000	
XX	Madras	26,42,396	27,88,292	27,17,000	
	Total	1,81,70,696	1,46,10,331	1,54,78,000	
	Assisted companies.				
XXI	Delhi-Umballa-Kalka	3,34,841	3,30,379	4,01,700	
XXII	Tarkessur	84,406	87,386	92,900	
XXIII	Southern Punjab (Delhi-Samásata)	...	...	2,38,000	
	Total	4,19,247	4,17,765	8,21,900	
	Lines owned by native states and worked by companies.				
XXIX	Bína-Goona	16,549	30,778	26,100	
XXX	Bhopal-Ujjain	(g) 15,029	1,19,139	1,06,000	(g) Earnings from goods traffic only. The line was opened for goods traffic on the 11th November 1895, and for passenger traffic on the 4th April 1896.
XXXI	Bhopal-Itársi (Native state section)(h)	1,34,426	1,22,005	1,21,000	
XXXII	The Nizam's Guaranteed State	9,09,308	9,19,954	9,53,000	(h) Including the Bhopal-Itársi (British section).
XXXIII	Nágdá-Ujjain	...	27,255	30,300	
XXXIV	The Gaekwar's Petlád	20,115	12,630	5,800	
XXXV	Kolar Gold-fields	35,745	51,991	52,300	
	Total	11,11,172	12,83,752	12,94,500	
	Line owned by native state and worked by state railway agency				
XXXVI	Rájpura-Bhátinda	2,82,186	1,85,410	1,72,000	
	Total standard guage	5,38,50,865	4,93,45,894	5,44,90,000	

G.

Statement showing the total approximate earnings from the 1st January to the 31st March 1898, as compared with the actuals of the corresponding periods of 1896 and 1897.

Classification No.	Railway.	1st January to 31st March 1896.	1st January to 31st March 1897.	1st January to 31st March 1898.	Remarks.
		Rs.	Rs.	Rs.	
	Metre gauge.				
	State lines worked by companies				
XXXIX	Bengal and North-Western—				
	Tirhoot section	16,32,604	14,69,220	17,28,000	
	Company's section				
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	2,59,260	2,15,317	2,81,000	
XLI	Rajputana-Malwa	59,05,128	48,40,559	50,52,000	
XLII	Pálanpur-Deesa	10,565	10,796	7,200	
XLIII	Southern Mahratta	17,26,313	15,50,754	12,58,000	
XLIV	Guntakal-Mysore frontier. . .	1,15,798	1,21,439	1,20,000	
XLV	Mysore section (Southern Mahratta).	3,90,268	3,89,354	4,05,000	
XLVI	South Indian	21,61,146	21,73,861	19,97,000	
XLVII	Máyavaram-Mutupet	52,710	61,723	55,100	
XLVIII	Assam-Bengal	2,00,634	2,78,049	3,32,000	
XLIX	Burma	(*a*)	29,00,244	28,63,000	(*a*) See "State line worked by the State."
	Total .	1,24,54,426	1,40,11,316	1,40,98,300	
	State line worked by the State.				
	Burma	24,38,960	(*b*)	(*b*)	(*b*) See "State lines worked by companies."
	Assisted companies.				
LIV	Rohilkund and Kumaon (Company's section)	77,263	98,873	87,500	
LV	Bengal Dooars	49,188	53,697	44,200	
LVI	Dibru Sadiya	1,59,322	1,88,306	2,01,000	
LVIII	Ahmedabad-Parántij	...	...	29,800	
	Total .	2,85,773	3,40,876	3,62,500	
	Lines owned by native states and worked by companies.				
LXIII	The Gaekwar's Mehsána . . .	90,614	76,913	79,300	
LXIV	Kolhápur	32,394	26,326	18,800	
LXV	Yesvantpur-Mysore frontier . .	54,609	59,969	46,700	
LXVI	Mysore-Nanjangúd	9,275	7,525	8,800	
	Total .	1,86,892	1,70,733	1,53,600	
	Lines owned and worked by native states.				
LXIX	Jodhpore-Bickaneer—				
	Jodhpore section	3,51,792	3,19,169	2,65,000	
	Bickaner section	28,014	37,997	21,600	
LXX	Oodeypore-Chitor	34,918	30,470	27,000	
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	6,48,430	5,43,919	4,11,000	
LXXII	Jetalsar-Rájkot	54,270	51,189	42,600	
LXXIII	Jámnagar	...	...	21,300	
	Total .	11,17,424	9,82,744	7,88,500	
	Total metre gauge .	1,61,83,475	1,55,05,669	1,54,02,900	

APPENDIX G—*concld.*

Statement showing the total approximate earnings from the 1st January to the 31st March 1898, as compared with the actuals of the corresponding periods of 1896 and 1897.

Classification No.	Railway.	1st January to 31st March 1896.	1st January to 31st March 1897.	1st January to 31st March 1898.	Remarks.
		Rs.	Rs.	Rs.	
	Special gauges.				
	State line worked by the State.				
LXXX	Jorhát (2′ 0″)	11,917	24,779	25,100	
	Assisted company.				
LXXXI	Darjeeling-Himalayan (2′ 0″) . .	1,67,211	1,55,717	1,38,000	
	Lines owned by native states and worked by companies.				
LXXXIII	The Gaekwar's Dabhoi (2′ 6″) . .	85,431	59,863	44,600	
LXXXIV	Rajpipla (2′ 6″)	...	...	2,300	
	Line owned by native state and worked by state railway agency.				
LXXXVI	Cooch behar (2′ 6″)	19,544	21,339	19,500	
	Line owned and worked by native state.				
LXXXVII	Morvi (2′ 6″)	95,547	93,411	73,700	
	Total special gauges .	3,79,650	3,55,109	3,03,200	
	Total of all railways .	7,07,22,990	6,52,06,672	7,01,96,100	

APPENDIX H.

Principal commodities carried and the earnings therefrom during 1897 as compared with the previous year.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

STANDARD

STATE LINES WORKED

Progressive No.	Description of commodity.	I.—East Indian.				II.—Bengal Central.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	2,879,056	3,349,269	1,01,40,512	1,06,83,986	24,616	16,896	26,703	18,418
2	Cotton, raw	51,432	47,281	8,04,494	8,32,635	70	129	198	670
3	Cotton, manufactured	79,361	84,391	20,06,948	22,09,331	5,418	4,251	15,250	17,021
4	Drugs and chemicals	3,968	4,777	98,585	1,04,010	27	36	177	328
5	Dyes and tans	19,456	18,855	4,54,559	3,86,138	611	197	1,021	646
6	Grain and pulse	820,296	1,121,561	55,23,405	84,90,940	12,860	12,544	20,870	22,161
7	Hides and skins	28,566	39,393	4,64,623	6,37,383	301	502	763	2,058
8	Horns	800	674	13,829	9,597	2	2	12	12
9	Jute	97,818	84,321	8,46,090	8,29,797	45,918	53,999	1,42,530	1,80,295
10	Lac	28,329	26,597	4,20,068	4,07,233	...	...	...	...
11	Leather, manufactured	2,490	1,899	72,481	70,799	49	49	155	267
12	Liquors	7,005	4,898	1,64,069	1,38,265	47	44	181	332
13	Metals	80,248	83,304	9,98,531	9,76,328	1,167	928	3,374	4,032
14	Oils	66,145	61,485	7,56,005	7,05,157	5,568	3,669	10,002	9,603
15	Oil-seeds	296,180	327,150	20,15,136	21,33,888	3,925	4,040	5,809	8,454
16	Opium	9,602	10,526	2,36,552	2,66,780	...	1	...	10
17	Paper and paste-board	7,983	7,649	97,627	1,14,949	248	164	937	1,221
18	Provisions	76,852	74,247	11,18,762	11,04,368	4,493	4,017	10,285	10,717
19	Railway plant and rolling-stock carried for the public and foreign railways.	99,228	193,755	4,01,237	11,97,901	...	...	...	...
20	Salt	264,836	261,337	12,77,094	12,39,620	7,056	6,305	12,114	9,931
21	Saltpetre, &c.	50,796	44,003	5,19,955	4,36,698	...	2	...	4
22	Silk, raw	961	1,073	13,399	15,654	...	...	...	...
23	Silk, piece-goods	141	119	4,337	5,175	...	...	...	...
24	Spices	15,244	19,847	3,13,005	4,17,943	10,135	8,325	24,790	23,469
25	Stone and lime	176,615	174,051	7,10,715	7,58,563	200	233	341	354
26	Sugar	172,804	1,180,266	7,60,048	9,13,495	8,715	6,215	21,166	15,533
27	Tea	1,710	1,679	22,985	33,678	3	6	9	7
28	Timber	46,470	46,905	2,31,109	2,07,927	410	566	1,450	2,185
29	Tobacco	31,646	36,449	3,91,418	4,20,913	1,913	1,483	4,531	6,305
30	Wool, raw	1,062	1,189	20,146	20,147	...	...	...	...
31	Wool, manufactured	1,690	1,923	58,100	68,968	2	15	15	16
32	All other articles of merchandise	288,154	322,267	28,53,971	30,78,735	11,280	12,350	20,898	29,924
	TOTAL	5,706,935	6,616,200	3,38,09,795	3,89,18,026	145,069	137,007	3,23,574	3,63,973

H.

standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE.

BY COMPANIES.

III.—Bengal-Nágpur.				IV.—Indian Midland (a).				VI.—Godhra-Rutlam-Nágdá.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous. year.	1897.	Previous. year.	1897.	Previous year.	1897.	Previous year.	1897.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
570,928	793,824	2,80,092	3,59,742	2,120	1,501	7,888	5,420	40	77	98	230	1
8,501	8,965	91,161	94,537	21,306	12,510	2,15,316	1,34,785	12,318	13,774	87,996	94,479	2
10,954	11,873	1,54,744	1,90,038	9,269	9,025	1,67,257	1,70,911	5,705	6,439	48,290	55,778	3
216	275	3,990	5,552	440	424	9,030	8,267	272	288	2,037	2,060	4
15,740	10,751	1,25,484	83,383	2,927	3,282	25,355	28,015	1,075	971	8,272	7,693	5
183,669	157,722	15,60,514	13,13,673	159,793	191,055	10,25,962	12,36,257	99,266	44,401	3,23,333	1,43,124	6
5,329	5,966	57,168	94,574	6,079	5,867	75,371	73,497	308	445	1,491	2,755	7
374	280	4,958	3,422	8,266	679	45,963	4,065	7	1	41	4	8
4,606	3,640	64,296	52,595	3,007	3,174	25,443	29,285	2,962	2,717	14,115	11,829	9
9,104	7,989	50,551	43,509	282	130	3,182	1,744	63	52	263	227	10
161	174	1,645	1,609	441	282	10,127	6,491	29	51	246	404	11
824	774	6,620	6,561	1,640	1,221	23,166	19,219	637	500	3,620	2,956	12
3,591	6,004	40,795	84,024	8,717	8,083	92,643	89,473	3,606	3,744	19,808	29,428	13
6,237	6,685	80,733	81,206	3,340	3,644	30,041	33,776	2,775	4,607	14,944	25,966	14
35,063	17,808	3,09,034	1,26,321	27,808	39,729	2,04,136	3,45,388	29,750	18,885	1,05,725	71,483	15
29	24	1,049	889	212	279	1,876	3,156	1,333	1,366	18,410	19,754	16
479	381	11,850	7,702	361	346	7,964	7,191	123	127	836	821	17
6,056	6,867	67,193	87,981	15,678	19,849	1,54,412	1,98,342	4,307	5,419	22,941	29,084	18
52,539	88,736	2,35,150	4,10,200	1,276	13,385	14,187	81,178	8,827	112	18,742	215	19
40,670	41,776	2,64,057	2,78,196	32,830	39,189	2,28,624	2,76,012	26,791	28,223	1,19,189	1,39,648	20
...	...	...	...	377	642	3,535	5,788	73	21	448	85	21
353	470	6,297	7,196	2	...	25	17	1	...	7	1	22
...	...	...	...	7	3	270	122	...	1	5	26	23
1,853	2,917	24,852	64,644	3,665	4,620	39,834	66,936	1,159	2,089	7,619	13,001	24
11,126	12,707	73,150	95,865	25,505	17,945	48,799	35,088	608	589	1,390	1,964	25
6,104	9,606	68,080	1,14,037	28,639	36,501	2,79,254	4,16,806	4,615	7,699	24,367	42,194	26
233	305	1,971	2,266	113	128	2,509	2,872	20	11	158	89	27
24,930	25,317	1,06,922	1,10,071	15,204	15,971	35,795	39,418	1,252	1,665	3,274	4,447	28
2,559	2,427	22,790	24,360	3,161	3,953	38,075	44,363	8,589	6,421	73,201	53,157	29
...	...	...	...	190	112	3,535	2,345	6	4	63	42	30
...	...	...	...	163	173	2,791	2,700	36	27	242	144	31
46,403	43,296	2,32,847	2,26,085	18,473	28,501	1,92,157	2,60,304	33,025	36,244	65,914	86,806	32
1,048,633	12,67,619	39,47,993	39,70,239	401,291	462,733	30,13,622	36,29,141	249,578	186,970	9,86,985	8,30,894	

(a) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Progressive No.	Description of commodity.	STANDARD / STATE LINES WORKED							
		XI.—North Western (a).				XII.—Hyderabad-Shadipalli.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	30,343	39,020	1,05,796	1,38,226	143	25	40	12
2	Cotton, raw	48,576	48,530	9,14,932	7,08,282	9,800	9,103	18,956	14,970
3	Cotton, manufactured	38,782	42,088	9,57,117	9,85,996	1,036	1,860	2,657	3,835
4	Drugs and chemicals	10,496	8,535	1,59,082	1,51,725	568	523	1,334	1,077
5	Dyes and tans	11,361	10,647	2,08,289	1,83,646	423	380	680	662
6	Grain and pulse	654,359	740,171	36,26,222	49,40,987	13,158	34,731	15,226	37,557
7	Hides and skins	17,975	20,389	2,19,497	2,61,906	715	823	1,890	1,330
8	Horns	594	360	5,392	3,797	1	2	1	1
9	Jute	22,471	25,410	1,59,651	1,80,542	955	1,371	1,410	1,948
10	Lac	333	290	2,999	3,339	18	22	31	45
11	Leather, manufactured	2,054	2,188	38,933	44,261	57	70	109	154
12	Liquors	13,273	12,075	2,05,911	1,95,987	115	143	337	356
13	Metals	49,753	40,257	8,62,500	6,37,919	982	1,170	1,632	1,199
14	Oils	20,896	20,323	2,94,088	3,07,144	380	562	809	922
15	Oil-seeds	112,652	106,315	8,03,305	7,97,035	10,290	11,525	9,104	12,561
16	Opium	99	110	822	807	3	4	19	28
17	Paper and paste-board	2,589	2,332	40,053	36,097	21	36	41	53
18	Provisions	81,407	103,230	8,84,529	11,67,310	2,648	3,751	6,514	6,910
19	Railway plant and rolling-stock carried for the public and foreign railways.	127,697	183,949	10,20,209	3,79,493	652	12,374	315	2,558
20	Salt	95,415	96,251	6,05,502	6,35,611	740	1,348	502	805
21	Saltpetre, &c.	7,345	7,262	71,276	69,468	295	141	510	266
22	Silk, raw	385	348	6,822	6,152	30	35	93	95
23	Silk, piece-goods	72	122	1,643	2,453	2	9	3	17
24	Spices	9,504	10,457	1,34,083	1,37,021	177	338	326	492
25	Stone and lime	155,552	81,558	4,12,346	1,33,026	2,960	1,287	1,794	827
26	Sugar	149,476	176,116	13,98,241	16,33,173	2,358	3,508	2,908	3,547
27	Tea	3,690	3,416	66,660	66,797	6	9	5	8
28	Timber	53,063	54,688	1,92,935	1,89,638	660	403	565	312
29	Tobacco	13,542	11,791	1,70,627	1,39,282	197	362	295	397
30	Wool, raw	17,448	15,792	5,80,331	4,77,777	373	430	1,450	1,323
31	Wool, manufactured	2,047	2,791	38,978	51,823	16	13	25	15
32	All other articles of merchandise	220,599	259,400	17,47,619	24,37,222	6,109	4,241	6,989	5,565
	Total	1,973,848	2,126,211	1,59,37,440	1,71,03,942	55,888	90,604	76,630	99,847

(a) Including the Jammu and Kashmir railway (Native state section).

H—*contd.*

standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE—*contd.*

BY THE STATE.

XIII.—Oudh and Rohilkhand (*b*).				XIV.—Eastern Bengal. (*c*)				XV.—Calcutta Port Commissioners'				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous. year.	1897.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
22,018	17,820	72,874	50,708	137,820	161,016	1,59,178	1,48,511	16,345	14,480	6,080	5,102	1
6,772	7,262	63,457	59,428	4,369	4,805	12,644	18,585	7,727	5,825	2,135	2,999	2
17,828	19,508	1,38,044	1,49,041	43,340	37,635	3,95,415	3,73,823	16,029	15,246	17,544	16,969	3
679	1,035	7,950	11,533	666	1,327	11,944	12,772	250	952	460	840	4
5,119	4,436	38,328	31,101	3,795	3,710	22,591	24,717	1,827	1,979	1,410	1,508	5
383,334	3,16,051	15,03,758	13,07,104	308,988	228,054	10,62,298	7,81,525	116,480	100,504	73,355	60,008	6
5,754	6,205	34,639	38,004	10,986	15,270	60,021	79,184	92	66	98	66	7
673	594	3,362	2,672	116	138	588	507	9	1	9	...	8
9,377	8,786	44,155	42,119	512,607	548,726	39,78,186	40,31,711	388,446	358,498	1,95,298	1,61,846	9
383	404	1,505	2,008	617	576	4,560	4,146	1,802	1,591	1,213	1,574	10
394	436	4,676	4,910	459	485	4,479	5,206	...	4	...	37	11
3,775	4,010	38,117	45,822	1,495	1,568	20,812	21,828	169	195	287	244	12
14,316	15,862	84,384	95,648	24,841	25,427	2,39,155	2,31,197	21,796	42,754	17,726	14,057	13
10,114	9,941	60,317	58,627	103,260	106,152	2,34,883	2,16,500	958	1,165	1,707	1,239	14
47,121	59,252	1,69,567	2,22,182	34,541	53,258	1,28,576	2,02,246	71,927	80,626	20,960	22,763	15
1,033	1,147	33,548	35,502	15	9	264	141	5,436	7,160	4,904	6,482	16
2,787	2,478	15,265	13,794	3,483	3,556	15,068	14,754	3,716	3,701	3,493	3,579	17
9,808	19,395	59,793	1,20,692	20,794	18,187	1,41,378	1,34,413	4,390	3,733	3,633	3,656	18
4,478	35,690	9,903	96,668	1,214	13,033	401	15,372	697	13,325	282	286	19
77,424	79,370	3,00,578	3,25,667	69,735	62,369	2,87,586	2,65,678	131	117	399	84	20
2,307	1,595	9,720	6,421	64	66	438	437	73	1,525	51	111	21
3	1	36	8	210	185	2,166	1,909	19	19	51	55	22
8	6	61	86	12	13	213	245	28	16	46	41	23
4,269	4,381	41,615	46,706	21,684	20,502	1,41,836	1,33,104	11,640	10,385	8,838	9,047	24
25,391	36,038	39,955	57,980	11,961	10,958	31,244	30,959	9,848	4,376	4,191	1,943	25
191,881	115,927	7,85,207	4,62,934	34,508	30,591	1,48,200	1,36,376	7,633	20,329	5,781	7,779	26
312	368	4,030	4,413	39,177	36,358	7,97,591	7,79,037	52,361	43,906	8,360	7,730	27
20,702	25,064	75,975	87,543	6,066	7,113	28,466	31,433	3,170	3,948	2,600	2,967	28
5,666	7,715	32,176	42,971	26,251	28,077	2,49,121	2,59,957	1,732	1,563	1,754	1,372	29
221	148	826	707	1,139	1,434	14,348	17,198	1,739	2,454	1,106	1,710	30
179	207	2,231	2,271	85	127	660	1,103	12	14	17	21	31
128,603	1,23,298	4,91,490	4,82,718	112,641	111,774	4,88,332	4,90,037	31,370	23,159	21,396	19,060	32
1,002,729	9,24,430	41,67,542	39,07,988	1,536,939	1,532,499	86,82,642	84,64,611	777,852	763,556	4,05,184	3,55,175	

(*b*) Including the Cawnpore-Burhwal (metre gauge link).
(*c*) Including the metre and special gauge sections of the undertaking.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

STANDARD

Progressive No.	Description of commodity.	State lines worked by the State—*concld.* XVI.—East Coast. Quantity. Previous year.	State lines worked by the State—*concld.* XVI.—East Coast. Quantity. 1897.	State lines worked by the State—*concld.* XVI.—East Coast. Earnings. Previous year.	State lines worked by the State—*concld.* XVI.—East Coast. Earnings. 1897.	Lines worked by XVIII.—Great Indian Peninsula (*a*). Quantity. Previous year.	Lines worked by XVIII.—Great Indian Peninsula (*a*). Quantity. 1897.	Lines worked by XVIII.—Great Indian Peninsula (*a*). Earnings. Previous year.	Lines worked by XVIII.—Great Indian Peninsula (*a*). Earnings. 1897.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for public and foreign railways.	8,660	12,904	12,903	10,544	172,392	197,351	6,06,026	6,86,095
2	Cotton, raw	174	347	853	1,276	190,863	150,445	42,17,686	34,09,690
3	Cotton, manufactured	7,141	7,851	17,118	27,089	42,156	38,046	10,07,257	8,27,975
4	Drugs and chemicals	246	346	2,332	3,015	25,674	24,362	3,48,891	3,44,704
5	Dyes and tans	4,404	5,235	17,319	21,438	56,351	38,687	5,79,492	3,96,069
6	Grain and pulse	79,378	99,872	1,79,722	3,17,393	447,057	391,375	37,16,816	33,36,194
7	Hides and skins	1,006	1,722	3,673	5,883	16,508	19,602	3,38,943	4,29,744
8	Horns	141	79	951	458	1,255	1,172	25,090	21,574
9	Jute	3,651	3,177	12,458	11,505	22,510	15,457	3,04,950	2,04,036
10	Lac	38	35	245	271	502	361	6,719	5,528
11	Leather, manufactured	104	20	492	251	2,828	2,434	56,308	44,852
12	Liquors	301	291	1,857	2,199	9,407	8,931	1,45,654	1,42,115
13	Metals	48,378	78,721	64,347	1,08,596	42,332	37,871	6,71,060	5,80,862
14	Oils	4,910	5,401	21,008	24,325	46,262	50,995	6,69,311	6,57,222
15	Oil-seeds	50,912	24,464	89,033	48,428	342,597	170,152	38,78,888	17,75,837
16	Opium	21	25	365	659	1,158	902	55,870	38,147
17	Paper and paste-board	148	132	2,081	1,958	3,876	4,061	91,947	90,555
18	Provisions	11,327	10,672	30,971	31,002	73,067	67,908	10,38,557	9,87,119
19	Railway plant and rolling-stock carried for the public and foreign railways.	8,700	50,051	23,512	1,71,163	43,117	31,747	4,30,215	3,20,635
20	Salt	8,233	14,996	14,530	37,758	145,130	154,445	15,85,104	15,90,805
21	Saltpetre, &c.	15	24	68	117	3,077	3,001	41,907	34,514
22	Silk, raw	1	...	8	6	32	36	1,319	1,420
23	Silk, piece-goods	5	3	111	83	319	289	8,887	6,166
24	Spices	3,986	4,118	14,406	15,912	19,572	21,689	3,23,521	3,75,013
25	Stone and lime	16,686	23,466	9,118	9,478	19,432	21,956	1,11,494	1,10,058
26	Sugar	26,595	20,719	21,862	28,762	62,019	73,093	7,60,075	8,97,971
27	Tea	5	3	51	51	339	375	8,844	10,458
28	Timber	7,134	4,925	14,590	12,549	129,037	101,121	5,58,875	4,15,635
29	Tobacco	2,141	1,521	10,039	6,289	7,071	7,565	1,10,057	1,15,888
30	Wool, raw	13	9	176	124	341	447	9,415	11,976
31	Wool, manufactured	73	70	701	735	1,181	991	24,165	19,012
32	All other articles of merchandise	6,013	8,563	31,982	40,691	109,994	118,766	13,16,244	12,42,456
	Total	300,540	379,768	5,98,882	9,40,008	2,037,456	1,755,633	2,39,99,587	1,91,30,325

(*a*) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti railways.

H—*contd.*

the standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE—*contd.*

GUARANTEED COMPANIES.								ASSISTED COMPANIES.				Progressive No.
XIX.—Bombay, Baroda and Central India.				XX.—Madras (*b*).				XXI.—Dehli-Umballa-Kalka.				
Quantity.		Earnings		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
52,571	46,683	2,97,389	2,32,812	95,002	128,048	4,45,348	5,68,837	4,193	8,708	8,874	11,049	1
146,788	125,842	15,59,555	13,87,897	19,185	11,916	2,69,346	1,77,214	2,153	2,280	14,859	12,264	2
31,891	34,509	6,10,938	6,48,425	17,911	18,656	2,43,651	2,55,569	2,967	3,774	26,998	34,426	3
3,401	2,221	50,322	37,853	3,092	3,401	28,351	34,580	617	649	5,283	5,257	4
8,911	7,417	1,46,910	1,28,181	20,622	24,488	1,98,940	2,25,046	443	366	3,951	3,328	5
159,546	164,241	10,01,146	9,45,757	182,393	255,176	11,12,353	14,99,188	18,468	22,955	59,171	66,284	6
3,552	3,181	53,116	45,974	30,421	35,680	4,11,445	4,44,662	474	475	2,633	2,820	7
191	107	3,381	1,875	123	147	1,304	1,510	15	5	130	36	8
10,281	9,449	1,13,249	98,782	7,001	7,007	68,205	66,134	3,683	5,552	16,435	30,065	9
70	44	557	454	119	148	1,279	1,575	24	23	126	139	10
1,015	780	18,321	14,152	218	257	5,737	5,563	397	501	4,094	4,840	11
4,190	3,495	50,983	43,854	9,519	9,612	1,02,115	98,013	5,083	3,857	22,166	18,424	12
38,709	41,527	5,12,709	4,86,764	16,942	22,072	1,72,778	2,21,426	4,510	4,891	29,568	28,044	13
10,987	14,215	1,24,468	1,66,442	16,237	19,099	1,47,596	1,87,852	3,132	4,097	19,009	25,748	14
118,224	95,588	10,70,111	8,75,000	46,056	32,314	2,78,564	1,95,944	591	1,550	2,426	4,810	15
1,384	1,419	52,479	53,487	...	...	...	...	30	38	351	416	16
1,298	1,112	20,191	17,027	459	552	8,171	9,779	605	721	4,032	4,855	17
40,042	43,911	3,81,214	4,02,740	63,426	65,345	4,77,744	5,01,438	8,415	13,164	37,766	64,437	18
40,927	30,732	1,92,354	1,12,534	14,729	7,933	37,518	7,752	1,101	10,161	972	2,014	19
134,899	139,135	4,18,306	4,28,311	49,291	54,196	2,81,391	2,96,654	1,945	2,503	4,731	6,112	20
1,758	1,597	14,428	14,032	334	212	2,411	2,169	472	581	1,721	2,050	21
503	492	14,706	14,516	104	107	2,367	2,232	31	34	330	405	22
41	68	1,420	2,437	73	73	1,972	1,888	4	3	40	33	23
8,921	11,265	1,07,107	1,34,946	17,576	20,612	1,83,783	1,94,360	786	1,335	5,033	7,489	24
33,345	27,471	1,01,831	89,385	41,241	54,852	85,796	95,842	11,393	5,864	23,243	16,169	25
48,816	48,545	6,09,074	6,10,738	40,599	33,490	2,68,548	2,07,233	6,229	14,999	17,477	38,423	26
1,513	837	18,539	11,422	396	468	9,326	10,578	51	99	366	767	27
39,335	38,618	2,75,036	2,70,395	107,992	122,593	3,71,260	4,92,261	1,003	1,198	4,122	4,449	28
26,192	18,989	2,00,328	1,38,963	13,628	13,674	1,22,372	1,22,569	982	1,180	7,306	8,273	29
5,295	4,982	1,20,730	1,10,280	293	558	3,553	7,275	182	254	1,366	1,834	30
475	357	11,140	8,115	587	634	8,292	9,699	135	178	1,157	1,593	31
281,858	251,806	12,57,175	12,77,465	67,765	74,629	6,77,429	7,23,683	31,470	32,950	1,31,450	1,83,893	32
1,256,929	1,170,635	94,09,213	88,11,015	883,334	1,017,949	60,28,945	66,68,525	111,584	144,945	4,57,186	5,90,746	

(*b*) Including the Madras-Ennúr section (Bezwada-Madras) and the Kolar Gold-fields railway.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

STANDARD

Progressive No.	Description of Commodity.	ASSISTED COMPANIES—concld. XXII.—Tarkessur. Quantity. Previous year.	XXII.—Tarkessur. Quantity. 1897.	XXII.—Tarkessur. Earnings. Previous year.	XXII.—Tarkessur. Earnings. 1897.	XXIII.—Southern Punjab (Delhi-Samásata). Quantity. Previous year.	XXIII.—Southern Punjab (Delhi-Samásata). Quantity. 1897.	XXIII.—Southern Punjab (Delhi-Samásata). Eearnings. Previous year.	XXIII.—Southern Punjab (Delhi-Samásata). Eearnings. 1897.	XXXII.—TheNizam's Quantity. Previous year.	XXXII.—TheNizam's Quantity. 1897.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
1	Coal and coke carried for the public and foreign railways.	2,529	2,328	1,062	859		1,011		1,635	229,804	317,189
2	Cotton, raw	...	2	...	4		878		7,460	545	556
3	Cotton, manufactured	106	127	202	246		98		1,046	4,994	4,447
4	Drugs and chemicals	32	9	76	24		42		704	784	812
5	Dyes and tans	30	21	40	36		60		441	2,762	2,466
6	Grain and pulse	5,486	8,699	7,457	11,596		3,903		14,542	52,425	93,344
7	Hides and skins	12	21	17	33		47		258	2,718	4,356
8	Horns	7	11	10	14		1		11	329	198
9	Jute	2,023	2,349	2,820	3,259		125		540	2,237	1,840
10	Lac	7	2	8	5		....		2	21	25
11	Leather, meanufactured	...	...	...	...		19		491	149	153
12	Liquors	...	...	...	3		13		312	3,453	3,144
13	Metals	127	162	175	217		356		2,248	4,743	4,463
14	Oils	619	797	783	976		69		339	3,810	3,956
15	Oil-seeds	1,372	1,271	1,328	1,250		1,645		8,124	62,632	25,080
16	Opium	...	...	...	1		...		2	19	28
17	Papers and paste-board	2	3	4	4		5		62	482	479
18	Provisions	1,969	2,036	2,482	2,613		464		4,723	8,899	9,573
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	...	...	...		5		43	19	927
20	Salt	986	1,075	985	1,072		201		633	28,490	27,490
21	Saltpetre, &c.	115	24	158	29		194		666	444	829
22	Silk, raw	...	...	...	...		...		...	1	2
23	Silk, piece-goods	...	...	...	...		...		...	...	...
24	Spices	69	102	117	184		33		216	4,043	4,562
25	Stone and lime	836	738	311	263		108		294	8,173	8,364
26	Sugar	247	395	272	372		816		3,433	2,643	3,445
27	Tea	...	...	...	...		1		7	39	62
28	Timber	121	193	104	150		429		1,021	21,422	17,763
29	Tobacco	45	47	99	88		62		321	2,190	1,830
30	Wool, raw	1	2	1	4		96		1,649	23	56
31	Wool, manufactured.	...	...	...	3		5		46	132	188
32	All other articles of merchandise	4,485	5,010	6,245	6,036		2,370		10,429	13,297	15,862
	TOTAL	21,226	25,424	24,756	29,341		13,056		61,748	461,722	553,489

Opened for traffic on the 10th November 1897.

Opened for traffic on the 10th November 1897.

(a) Including the Bezwada extension (East Coast State).

H—*contd.*

the standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE—*concld.*

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.										LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.				Progressive No.
Guaranteed state (*a*)		XXXIII.—Nágdá-Ujjain.				XXXIV.—The Gaekwar's Petlád.				XXXVI.—Rájpura-Bhátinda.				
Earnings		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous year	1897.	Previous year.	1897.	Previous year.	1897.	Previous year	1897.	Previous year.	1897.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
9,43,033	12,71,671	28	77	40	55	...	...	...	...	2,050	1,326	4,580	1,391	1
5,392	4,855	101	3,925	241	10,285	1,079	875	1,126	993	563	338	3,361	1,330	2
73,503	62,014	554	1,333	1,739	2,941	658	714	843	896	649	619	2,952	2,548	3
8,102	8,522	17	8	46	29	177	143	153	117	232	194	1,070	922	4
19,013	18,122	51	91	162	267	134	42	168	52	312	291	1,366	1,315	5
2,87,989	4,75,527	6,893	6,251	14,535	11,203	2,773	4,177	1,996	3,499	115,563	46,264	3,87,243	1,42,978	6
23,849	36,386	7	147	23	397	55	44	62	52	206	195	520	504	7
3,268	1,833	...	...	1	...	3	...	3	...	3	6	13	14	8
17,437	12,219	124	164	291	378	125	130	128	129	1,785	1,187	8,479	4,732	9
248	282	7	11	16	28	...	1	...	1	18	7	69	36	10
1,690	1,768	5	...	17	2	12	9	14	11	112	119	809	834	11
23,995	21,507	1	3	3	6	42	23	66	37	84	104	464	692	12
43,516	47,025	382	611	808	1,360	199	175	294	169	1,613	1,617	4,970	5,774	13
32,078	30,141	143	637	308	1,460	125	120	120	113	588	355	3,034	906	14
3,03,583	1,24,996	67	639	105	1,063	591	178	489	120	8,782	6,378	27,416	15,908	15
904	1,246	14	404	63	1,740	...	...	...	...	34	37	384	450	16
5,493	5,446	4	32	12	131	11	7	12	7	54	93	185	425	17
90,790	91,548	201	379	450	816	223	288	226	307	4,771	4,637	12,845	12,738	18
298	9,454	3,544	8,654	6,122	13,197	...	...	...	...	18,830	3,907	30,396	4,298	19
1,41,177	1,35,808	...	4,992	...	8,474	858	856	1,016	1,221	1,383	1,793	1,728	2,338	20
3,504	6,375	...	...	...	2	2	...	2	...	420	366	1,386	1,186	21
38	32	...	...	...	...	3	...	6	...	10	12	34	53	22
13	11	...	...	...	...	...	...	...	...	...	...	2	3	23
33,293	48,226	53	168	150	346	147	128	150	122	853	1,104	1,660	1,721	24
34,011	34,983	...	38	...	74	1,379	751	984	645	9,337	12,144	6,377	7,142	25
19,554	25,932	394	2,154	846	4,773	646	462	597	702	12,473	13,505	37,331	41,912	26
567	791	...	...	...	...	...	...	...	...	10	12	48	56	27
84,112	73,730	442	154	129	239	1,097	987	899	857	4,147	4,892	11,395	14,698	28
31,998	27,204	211	697	623	2,042	10,579	8,121	11,114	8,565	290	320	592	623	29
252	732	...	15	1	45	16	15	31	29	43	74	266	495	30
1,610	2,032	...	5	4	18	...	...	...	...	68	94	303	492	31
89,749	1,12,657	345	3,075	985	5,531	3,362	3,510	10,797	11,430	11,534	13,585	33,455	35,599	32
23,24,064	26,93,075	13,588	34,664	27,720	67,902	24,296	21,759	31,296	30,047	196,817	115,575	5,84,733	3,04,613	

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

METRE

STATE LINES

Progressive No.	Description of commodity.	XXXIX—Bengal and North-Western—Tirhoot section Company's section.				XLI—Rajputana-Malwa.				XLII—Pálanpur-	
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.	
		Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1837.	Previous year.	1897.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
1	Coal and coke carried for the public and foreign railways.	41,324	35,089	73,037	63,539	10,762	19,764	42,976	71,240	...	...
2	Cotton, raw	634	770	8,426	9,895	73,870	70,988	10,93,420	10,00,642	...	2
3	Cotton, manufactured	19,225	19,178	1,38,962	1,51,924	31,813	34,019	7,15,225	7,97,494	418	484
4	Drugs and chemicals	1,499	1,402	13,612	12,329	2,082	2,012	40,044	37,937	10	10
5	Dyes and tans	4,707	4,151	38,676	33,697	10,182	8,312	1,45,640	1,32,889	119	282
6	Grain and pulse	311,974	333,688	11,31,302	9,49,387	434,604	426,806	26,43,999	29,30,588	3,864	6,706
7	Hides and skins	5,918	7,315	35,562	37,028	7,094	7,124	80,479	82,357	77	79
8	Horns	35	23	196	210	119	119	1,886	1,273	2	1
9	Jute	9,840	8,868	48,993	44,047	18,030	17,153	1,45,391	1,36,795	120	260
10	Lac	822	1,001	3,161	3,630	683	544	7,586	6,960	9	9
11	Leather, manufactured	385	423	2,779	3,114	929	945	18,703	15,912	19	20
12	Liquors	428	519	4,433	5,907	3,611	3,204	41,556	38,495	254	220
13	Metals	9,762	10,634	50,336	57,406	29,845	28,299	3,69,576	3,42,941	250	273
14	Oils	10,585	9,483	34,722	32,054	8,731	10,195	70,211	81,707	79	82
15	Oil-seeds	97,415	107,420	3,24,720	3,75,704	136,382	117,994	6,80,103	5,72,833	1,594	4,658
16	Opium	500	346	7,224	5,497	3,933	3,225	48,803	37,865	...	...
17	Paper and paste-board	392	267	2,472	1,825	1,357	1,213	24,324	18,232	1	1
18	Provisions	9,061	9,666	44,928	47,367	48,611	47,974	4,25,903	3,86,773	1,282	1,982
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	378	...	3,154	27,451	18,898	1,32,378	51,250	51	6
20	Salt	70,515	69,943	1,84,325	1,88,320	205,709	205,326	18,47,032	19,04,525	393	406
21	Saltpetre, &c.	16,043	15,475	46,053	48,605	18,124	12,801	1,02,059	82,743	4	64
22	Silk, raw	18	19	115	126	292	290	19,378	18,231	...	...
23	Silk piece-goods	...	...	...	...	36	46	2,319	2,879	...	...
24	Spices	5,554	5,380	37,604	35,370	14,056	15,889	1,48,710	1,72,249	228	135
25	Stone and lime	8,368	7,845	14,335	12,041	24,931	26,315	99,957	88,953	289	329
26	Sugar	31,894	23,685	1,43,348	89,666	127,263	125,049	12,72,272	12,48,577	2,132	1,927
27	Tea	20	65	152	406	1,290	830	32,202	19,816	5	6
28	Timber	6,545	3,630	21,113	11,801	25,410	24,429	1,09,867	1,05,799	427	418
29	Tobacco	19,821	21,987	1,17,275	1,49,433	17,503	15,449	1,69,864	1,50,553	693	324
30	Wool, raw	46	63	397	551	7,031	6,438	1,20,844	1,06,041	52	116
31	Wool, manufactured	89	125	691	1,167	765	651	22,333	17,814	2	2
32	All other articles of merchandise	53,868	59,477	2,04,600	1,77,957	122,191	116,058	9,15,206	8,88,624	1,356	1,467
	Total	737,287	758,310	27,33,549	25,53,160	1,414,690	1,368,359	1,15,90,246	1,15,50,987	13,780	20,269

H—*contd.*

the standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE.

WORKED BY COMPANIES.

Deesa.		XLIII—Southern Mahratta (*a*).				XLVI—South Indian (*b*).				XLVII—Máyavaram-Mutupet.				Progressive No.
Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	4,913	6,319	21,925	30,329	15,755	11,646	12,278	17,921	...	87	...	64	1
1	9	64,864	47,590	4,03,330	2,76,890	14,864	15,245	1,01,172	90,738	7	1	31	4	2
626	731	17,909	18,146	2,27,263	2,32,020	18,700	19,702	2,13,133	2,27,137	608	685	1,912	2,126	3
21	21	2,174	1,966	21,401	23,656	2,257	2,072	21,330	21,048	165	172	388	419	4
141	416	24,793	28,474	1,38,716	1,38,232	13,313	12,754	1,05,484	1,03,444	196	190	332	373	5
3,153	7,518	277,663	320,678	15,30,604	23,25,927	261,659	275,332	9,74,799	8,96,192	30,221	26,501	22,497	19,323	6
83	71	8,260	9,190	67,139	72,748	9,592	9,244	93,060	91,433	108	99	254	262	7
2	2	358	333	3,990	3,139	109	84	823	602	5	3	18	12	8
144	264	10,643	9,127	70,563	71,598	6,775	7,836	37,864	46,832	743	381	997	1,216	9
11	10	37	30	228	234	203	221	1,364	1,512	26	15	33	16	10
30	37	501	521	4,318	4,992	71	63	1,020	827	1	1	3	4	11
252	313	8,971	9,330	55,553	57,777	4,028	4,266	31,583	30,149	46	35	176	155	12
291	296	17,651	17,904	1,63,467	1,56,104	15,373	13,583	1,32,186	1,21,016	742	1,121	1,716	2,615	13
76	76	23,068	25,512	1,56,913	1,80,206	17,619	19,880	1,03,273	1,27,023	727	1,084	1,654	2,761	14
1,610	5,252	64,754	27,076	3,55,523	1,50,974	46,163	27,133	1,81,709	1,12,237	1,375	1,498	1,279	1,605	15
...	...	7	6	146	93	...	...	...	...	...	...	...	...	16
3	3	544	656	7,521	9,577	764	825	12,587	12,977	100	119	302	401	17
1,180	1,911	54,918	49,142	3,76,394	3,28,706	32,726	29,180	2,02,791	1,67,378	1,221	924	1,612	1,363	18
14	2	861	1,079	4,063	6,091	4,115	29,778	13,695	80,061	11	3,935	7	2,838	19
501	512	44,404	51,523	3,12,224	4,06,538	66,878	67,096	2,47,721	2,48,318	3,200	1,473	3,063	1,237	20
4	57	482	449	3,688	3,015	606	370	3,648	1,956	3	3	4	14	21
...	...	174	213	3,587	4,345	96	51	2,321	1,096	1	...	7	2	22
...	...	...	2	11	58	9	4	197	61	...	1	...	1	23
315	233	28,758	35,366	2,10,704	2,85,758	15,974	18,424	1,25,550	1,52,695	1,957	2,969	3,227	6,037	24
197	351	23,766	22,230	54,181	48,474	106,804	103,305	1,46,544	1,29,227	7,952	8,424	4,442	4,518	25
2,234	2,534	53,462	44,219	2,94,322	2,37,629	63,371	54,588	3,42,293	3,06,592	1,113	1,286	1,488	1,623	26
15	9	32	64	682	1,112	539	472	2,797	2,496	1	1	3	3	27
419	468	52,458	48,749	1,63,390	1,35,414	60,373	60,922	1,11,104	1,06,766	1,708	1,140	1,719	1,195	28
908	471	9,371	9,416	56,501	63,212	6,307	7,427	43,231	41,274	52	63	77	83	29
99	328	245	176	3,935	2,737	174	208	2,271	2,872	...	...	2	...	30
4	3	864	818	11,550	10,415	223	245	3,187	3,780	...	...	1	1	31
4,627	6,735	50,372	106,883	2,80,779	4,43,788	109,390	113,578	6,19,259	6,27,516	5,381	7,385	10,290	13,681	32
16,961	28,633	847,277	893,217	50,05,111	57,11,788	894,830	905,534	38,90,224	37,73,176	57,670	60,046	57,534	63,952	

(*a*) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways.

(*b*) Including the Pondicherry railway.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

METRE

Pro. gressive No.	Description of commodity.	State lines worked by companies—*concld.*								Assisted			
		XLVIII—Assam-Bengal.				XLIX—Burma.				LIV—Rohilkund and Kumaon, Company's section (a).			
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	3,172	5,109	1,596	12,419	349	958	235	652	193	158	191	277
2	Cotton, raw . .	361	729	1,698	3,215	272	578	3,264	5,007	55	8	286	38
3	Cotton, manufactured .	904	1,482	4,398	11,145	5,561	7,145	71,669	91,280	2,330	2,570	11,473	14,010
4	Drugs and chemicals .	21	111	152	1,253	204	307	4,619	7,307	234	185	1,685	1,475
5	Dyes and tans . .	51	66	193	257	4,148	2,148	39,115	18,361	2,164	2,434	10,457	11,248
6	Grain and pulse . .	5,722	10,830	17,110	46,390	335,655	410,830	15,94,402	20,22,058	51,417	55,964	1,20,126	1,25,761
7	Hides and skins . .	70	159	390	1,027	1,359	1,372	13,262	11,816	648	591	2,304	1,966
8	Horns	...	1	...	5	46	37	631	590	59	29	227	173
9	Jute	2,325	3,174	7,644	8,833	4,801	5,590	21,956	26,411	1,494	1,560	5,188	5,706
10	Lac	...	247	...	738	539	568	5,384	4,594	96	93	410	408
11	Leather, manufactured	16	30	125	274	185	180	4,297	4,004	49	73	301	548
12	Liquors . . .	35	167	234	2,146	1,911	2,102	24,466	23,359	1,295	1,161	8,599	8,084
13	Metals . . .	383	2,066	1,674	16,332	4,643	6,106	44,477	53,704	1,873	1,966	9,996	10,864
14	Oils	398	564	1,637	3,076	8,174	9,190	70,206	70,999	1,368	1,235	5,252	4,449
15	Oil-seeds . . .	89	1,185	396	4,716	4,926	4,258	24,693	22,050	7,413	10,614	21,545	33,589
16	Opium . . .	...	...	...	1	11	14	395	417	3	172	44	1,184
17	Paper and paste-board	19	61	112	391	228	263	4,057	4,379	37	30	139	213
18	Provisions . . .	1,931	3,171	11,256	18,678	42,102	52,180	3,15,463	3,88,630	6,846	6,667	53,264	53,300
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	6	...	22	6,091	5,856	41,618	33,357	2,628	6,580	13,721	23,823
20	Salt	4,368	2,911	9,168	5,837	13,346	13,672	90,240	82,628	10,954	10,621	26,919	25,417
21	Saltpetre, &c. . .	2	9	11	51	5	11	61	117	188	109	517	303
22	Silk, raw . . .	...	5	...	27	162	157	4,907	4,093	...	...	...	...
23	Silk piece-goods . .	1	1	17	9	7	18	231	549	...	...	...	...
24	Spices . . .	362	695	1,731	3,995	6,724	7,434	81,604	90,936	562	635	2,976	3,093
25	Stone and lime . .	90	514	302	1,345	17,745	29,503	34,020	44,833	2,640	2,323	5,428	3,796
26	Sugar	1,605	1,792	6,123	7,524	9,322	10,781	59,083	72,303	32,075	14,327	97,844	43,370
27	Tea	26	4,280	308	44,654	87	94	1,140	1,695	203	247	2,485	3,624
28	Timber . . .	109	295	521	1,612	97,659	87,311	2,70,413	2,68,527	11,918	13,111	43,246	46,845
29	Tobacco . . .	295	393	1,738	2,373	2,628	3,253	21,069	24,205	898	1,201	4,447	5,760
30	Wool, raw . . .	...	...	...	8	1	22	37	149	93	29	584	324
31	Wool, manufactured .	...	25	...	285	94	150	1,331	2,497	42	63	352	349
32	All other articles of merchandise.	1,353	5,051	7,499	43,723	100,250	103,664	3,18,425	3,22,823	60,376	40,896	1,14,841	1,06,474
	Total .	23,763	45,132	76,033	2,42,371	669,235	705,757	31,66,820	37,04,330	200,111	175,652	5,64,876	5,36,471

(a) Including the Lucknow-Bareilly section.

H—*contd.*

the standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE—*contd.*

COMPANIES.

LV—Bengal Dooars.				LVI—Dibru-Sadiya.				LVIII—Ahmedabad-Parántij.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
954	493	4,429	1,695	170,955	180,301	2,01,174	313,789		...		...	1
...	...	...	...	...	...	...	...		1		2	2
27	88	187	569	123	160	2,221	2,595		267		879	3
17	28	129	195	53	30	846	523		6		19	4
11	5	67	34	...	...	...	...		124		474	5
6,369	8,208	31,425	37,261	14,157	15,141	98,362	1,06,757		5,661		12,410	6
79	84	297	311	...	...	...	...		30		96	7
...	...	...	...	...	...	...	...		...		...	8
145	106	505	511	...	...	...	...		106		310	9
...	...	...	...	...	...	...	...		49		128	10
...	2	...	11	...	...	...	...		...		...	11
55	79	475	637	144	147	1,649	1,458		6		28	12
2,717	2,055	20,960	14,596	3,925	2,707	33,536	29,813		186		529	13
232	281	1,632	1,856	1,501	1,420	5,996	5,923		89		212	14
5	45	26	195	...	...	...	...		603		1,154	15
...	...	...	...	...	...	...	...		2		5	16
3	3	20	21	...	...	...	...		6		20	17
346	256	2,403	1,749	475	572	5,211	6,192		343		835	18
...	51	...	58	...	...	...	...		25		3	19
485	459	2,238	2,120	269	394	2,260	3,240		1,112		2,793	20
...	...	...	...	...	...	...	...		3		9	21
...	...	...	...	...	...	...	...		...		...	22
...	...	...	...	...	...	...	...		...		...	23
30	26	201	169	...	...	...	...		175		409	24
206	202	1,175	1,023	1,292	3,135	4,891	5,695		603		678	25
258	207	1,870	1,348	221	285	2,011	2,554		379		1,008	26
11,754	12,659	1,06,017	1,15,482	5,407	6,365	49,672	57,263		...		...	27
191	472	928	2,086	4,549	3,423	18,049	17,056		111		200	28
142	84	432	244	...	...	...	...		159		374	29
...	...	...	...	...	...	...	...		6		28	30
...	...	...	...	...	...	...	...		...		...	31
3,551	3,381	22,418	22,372	6,024	7,469	44,470	39,367		2,307		4,891	32
27,577	29,274	1,97,834	2,04,543	209,095	221,549	4,70,348	5,92,225		12,359		27,494	

Opened for traffic on the 1st May 1897.

Opened for traffic on the 1st May 1897.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

METRE

Progressive No.	Description of commodity.	Line owned by native state and worked by company.				Lines owned and worked							
						LXIX.—Jodhpore-Bickaneer.							
		LXIII.—The Gaekwar's Mehsána.				Jodhpore section.				Bickaneer section.			
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways	7	1	14	2	344	284	2,236	1,835	344	252	816	748
2	Cotton, raw	798	912	2,080	3,075	62	155	722	2,259	5	8	41	72
3	Cotton, manufactured	1,543	1,607	3,615	3,596	1,992	2,383	17,235	20,255	209	217	1,166	1,166
4	Drugs and chemicals	45	41	94	91	101	70	970	684	13	6	74	39
5	Dyes and tans	315	301	496	482	492	440	4,064	3,651	38	36	191	203
6	Grain and pulse	19,443	34,827	39,564	61,863	45,832	39,786	2,35,511	2,26,841	17,360	18,935	33,591	36,983
7	Hides and skins	224	145	381	259	634	628	5,148	4,368	78	81	352	373
8	Horns	6	3	7	5	1	...	6	...	...	...	1	...
9	Jute	787	804	1,303	1,266	1,924	1,074	8,460	8,719	175	229	589	634
10	Lac	1	2	3	5	49	62	453	554	5	7	18	34
11	Leather, manufactured	28	45	59	92	161	178	1,407	1,760	12	7	70	34
12	Liquors	17	5	28	12	20	11	280	236	5	4	52	31
13	Metals	949	1,147	1,432	1,543	4,103	4,166	15,725	11,926	384	117	1,872	494
14	Oils	1,186	1,162	2,563	2,390	228	324	2,202	2,486	67	78	226	318
15	Oil-seeds	23,599	27,567	22,464	27,978	1,137	1,130	5,715	5,507	218	164	695	447
16	Opium	9	9	47	67	88	95	1,098	1,237	16	11	115	78
17	Paper and paste-board	15	12	29	25	84	72	592	556	19	11	84	43
18	Provisions	1,959	2,238	3,244	4,038	2,679	3,015	20,556	22,671	774	811	2,583	2,960
19	Railway plant and rolling stock carried for the public and foreign railways	37	477	29	463	715	4,306	3,751	22,249	715	4,051	913	5,159
20	Salt	21,883	23,215	33,921	35,392	17,971	17,704	93,075	95,960	135	121	295	259
21	Saltpetre, &c.	404	147	525	350	323	346	2,069	2,382	74	74	241	228
22	Silk, raw	2	17	5	44	...	...	...	...	...	...	...	...
23	Silk piece-goods	...	3	1	7	...	...	2	7	...	...	...	...
24	Spices	379	362	796	710	1,063	688	7,530	6,441	260	205	1,106	965
25	Stone and lime	1,610	1,684	3,357	3,857	10,593	5,477	20,674	15,655	5,554	1,392	8,082	3,246
26	Sugar	6,819	6,373	9,715	10,843	12,004	11,243	86,697	78,552	1,745	1,391	5,348	4,356
27	Tea	4	24	17	32	1	2	14	22	...	1	4	9
28	Timber	3,304	5,466	4,322	6,905	1,164	1,502	8,153	9,143	304	173	981	561
29	Tobacco	489	522	1,065	954	989	1,218	6,729	9,118	44	151	388	718
30	Wool, raw	100	105	224	280	2,584	2,138	22,339	16,180	163	99	965	383
31	Wool manufactured	2	2	7	6	136	193	1,836	1,929	67	36	379	201
32	All other articles of merchandise	8,442	6,370	23,690	26,214	5,892	5,520	37,021	33,599	1,290	4,335	4,624	4,335
	Total	94,406	115,598	1,55,097	1,92,846	1,12,526	104,241	6,17,270	6,06,782	30,073	33,003	65,862	65,177

H—*concld.*

standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE—*concld.*

BY NATIVE STATES.												FOREIGN LINE.				
LXX.—Oodeypore-Chitor.				LXXI.—Bhávnagar-Gondal-Junágad-Porbandar (*a*).				LXXIII—Jámnagar.				LXXVI.—West of India Portuguese.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.*	Previous year.	1897*.	Previous year.	1897.	Previous year.	1897.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	6,027	3,038	19,236	8,237		220		433	1	1	4	2	1
1,191	879	4,352	3,242	45,053	30,680	2,91,750	2,24,123		13		75	517	41	1,900	120	2
674	677	2,967	2,905	2,785	2,825	21,800	21,626		25		115	756	291	3,229	1,336	3
34	35	166	137	126	132	1,438	1,596		2		15	33	27	168	118	4
118	151	508	632	716	699	4,548	4,266		8		25	33	1	132	8	5
3,422	1,562	5,687	3,168	45,951	55,329	1,61,431	1,96,826		2,204		5,965	13,751	4,265	39,505	10,698	6
177	100	331	281	510	567	3,872	4,571		19		7	44	39	147	135	7
...	3	1	13	14	16	87	79		...		1	...	...	...	...	8
128	117	281	227	1,683	1,355	7,981	7,321		19		73	12	19	47	75	9
16	13	42	30	17	17	131	151		...		2	...	...	...	...	10
13	7	76	33	56	48	685	577		...		2	...	...	...	...	11
12	9	87	89	179	167	1,651	1,751		4		17	140	61	513	201	12
297	373	963	1,288	6,136	3,969	32,997	23,750		25		116	2,362	2,865	7,977	5,825	13
139	131	387	390	4,808	4,807	21,715	23,088		39		156	8,355	5,932	23,979	16,208	14
667	680	753	1,005	12,248	9,039	43,201	32,829		214		560	2,509	28	7,524	84	15
46	38	284	187	74	20	328	393		...		...	...	...	...	...	16
32	24	116	99	150	123	1,297	1,120		4		16	...	...	...	...	17
674	568	1,823	1,604	10,205	10,460	55,186	55,134		178		725	19	28	77	111	18
30	4	15	3	1,830	1,470	3,530	6,644		1		1	...	...	...	...	19
1,162	990	2,417	2,480	5,588	4,433	8,988	7,354		47		52	14,066	10,284	31,478	22,245	20
48	38	117	104	76	48	519	308		1		2	...	...	...	...	21
...	...	...	2	7	7	90	89		1		7	...	...	...	...	22
1	...	7	3	1	3	3	28		...		2	...	...	...	...	23
135	324	364	757	1,620	1,572	9,592	9,647		42		195	411	171	1,775	692	24
380	2,643	947	2,907	56,395	57,952	41,388	38,363		79		111	12	3	36	7	25
1,076	1,118	2,605	2,946	9,547	11,636	44,892	55,036		53		128	372	127	1,204	327	26
...	2	6	8	7	14	76	141		...		1	8	11	33	42	27
58	56	161	148	22,686	21,783	1,18,485	1,13,906		46		149	828	241	2,115	644	28
639	472	1,928	1,402	1,484	1,164	8,109	6,172		28		84	309	291	1,132	1,139	29
40	55	157	226	387	370	3,695	3,420		4		23	...	...	...	2	30
4	1	19	8	11	8	67	66		3		28	25	26	94	115	31
934	1,093	6,112	5,306	11,694	10,997	68,066	67,466		193		965	9,022	6,507	27,617	19,958	32
12,087	12,163	33,679	31,630	248,011	234,748	9,76,834	9,16,078		3,472		10,108	53,585	31,259	1,50,686	80,087	

Opened for traffic on the 8th April 1897.

Opened for traffic on the 8th April 1897.

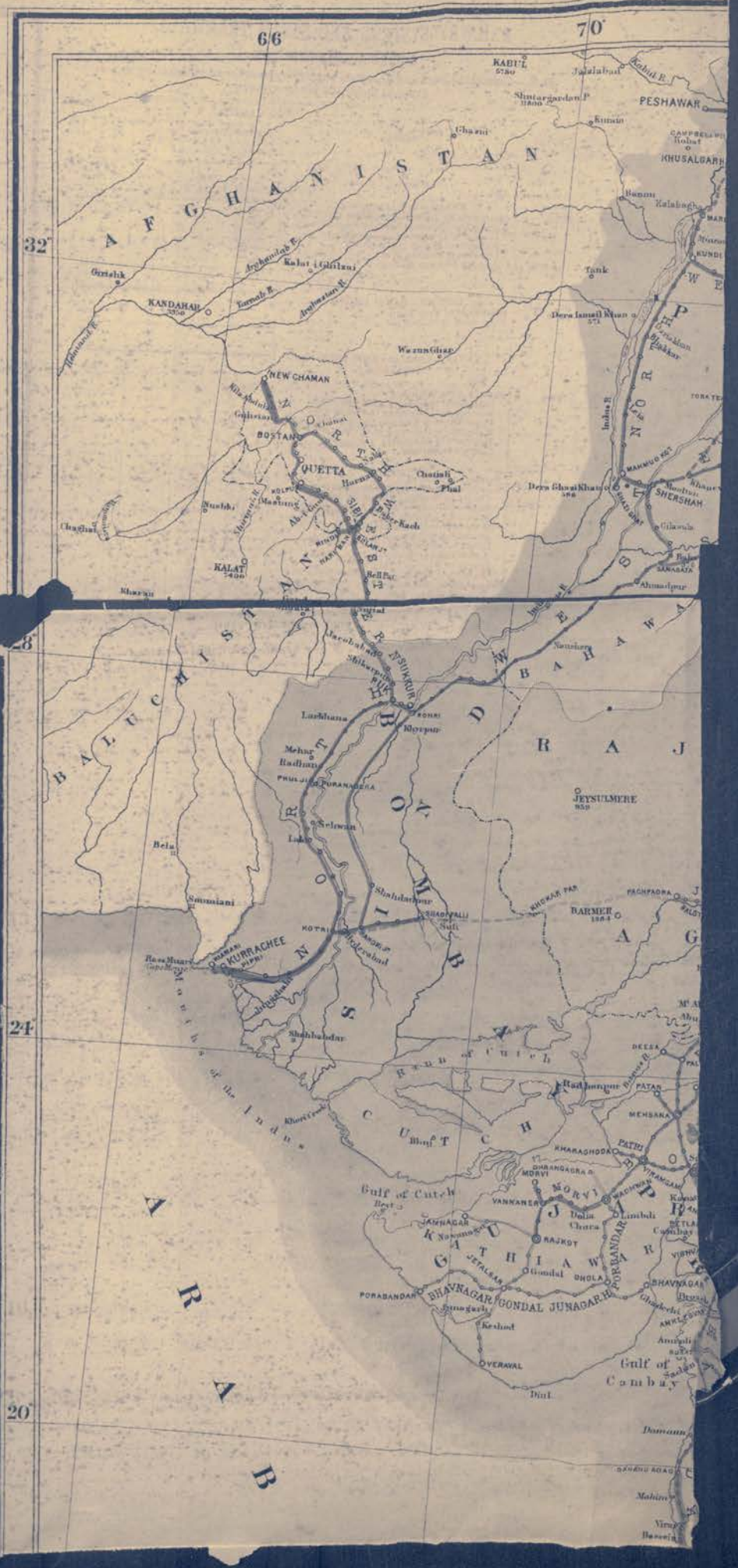
(*a*) Including the Jetalsar-Rájkot railway.
*Last six months only.

RAILWAY SYSTEMS AND STEAM TRAMWAYS.

[alphabetically arranged.]

N.B.—Connected lines and branches worked by another administration are grouped under the Home system.

Gauge.	Railway.	State. Worked by companies.	State. Worked by the State.	Guaranteed companies.	Assisted companies and others.
		Miles.	Miles.	Miles.	Miles.
	AGRA-DELHI CHORD.				
Standard	Agra to Delhi	*121·16	...	...	...
	XLVIII.—ASSAM-BENGAL.				
Metre	Chittagong to Badarpur, including Port line	254·28	...	...	...
	Badarpur to Makum jn. with Dibru-Sadiya ry.	*395·32	...	...	...
	Laksam to Chandpur (*Chandpur beh.*)	31·62	...	...	...
	Badarpur to Silchar (*Silchar beh.*)	*18·62	...	...	...
	Lumding to Jamuna Mukh } (*Gauhâti beh.*)	*37·63	...	...	...
	Jamuna Mukh to Gauhâti } (*Gauhâti beh.*)	74·73	...	...	...
	TOTAL	741·20	...	...	...
	LXXXII.—BÁRSI LIGHT.				
Ft. In. 2 6	Bársi Road to Bársi Town	...	...	...	21·75
	Bársi Road to Pandharpur	...	...	...	*33·00
	TOTAL	...	...	...	54·75
	XXXIX.—BENGAL AND NORTH-WESTERN.†				
	Tirhoot section.				
Metre	Semaria ghât to Bettiah	145·87	...	...	...
	Samastipur to Khanwa ghât (*East extn.*)	98·02	...	...	...
	Durbhunga to Bairagnia (*Bairagnia beh.*)	60·51	...	...	...
	Muzufferpore to Sonepore (*Sonepore beh.*)	34·01	...	...	...
	Hajeepore to Hajeepore ghât (*Hajeepore beh.*)	1·89	...	...	...
	Hajeepore to Bachhwara } Branch	*44·25	...	...	...
	Gathara to Katihar } Branch	*110·75	...	...	...
	Company's section.				
	Sonepore to Ajodhya	238·60	...	...	...
	Sonepore to Bunwatchak (*Ganges loop line*)	9·34	...	...	...
	Chapra to Revelganj (*Revelganj beh.*)	7·34	...	...	...
	Bhatni to Turtipur } (*Turtipur beh.*)	17·14	...	...	...
	Salimpur to Barhaj } (*Turtipur beh.*)	13·77	...	...	...
	Gorakhpur to Uska bazar (*Uska bazar beh.*)	39·58	...	...	...
	Mankapur to Naipâlgan) Road (*Beh.*)	88·98	...	...	...
	Gonda to Jarwal Road (*Bahramghât beh.*)	28·05	...	...	...
	Jarwal Road to Burhwal, with bridge (*beh.*)	(a) 10·02	...	...	...
	Gonda to Tulsipur (*Tulsipur beh.*)	42·00	...	...	...
	Naopara to Katarnian ghât (*Katarnian ghât beh.*)	42·08	...	...	...
	Ganges-Gogra Doab lines—				
	Turtipur to Azamgarh	51·35	...	...	...
	Mau to Benares	*58·65	...	...	...
	Azamgarh to Shahgan)	[illegible]	...	...	...
	Mau to Revelgan)	*71·32	...	...	...
	Amurhar to Ghazipur	*29·00	...	...	...
	(*Int.—Segowlie-Raxaul*)—				
	Segowlie to Raxaul	...	...	...	*18·00
	TOTAL	1,482·22	...	...	18·00
	II.—BENGAL CENTRAL.†				
Standard	Dum-Dum to Khoolna (*Dum-Dum sec.*)	104·51	...	...	...
	Ránaghât to Bongong (*Ránaghât sec.*)	20·50	...	...	...
	TOTAL	125·01	...	...	...
	LV.—BENGAL DOOARS.				
Metre	East bank of Teesta to Dam Dim	...	...	...	31·00
	Lataguri to Ramshal (*Beh.*)	...	...	...	5·40
	Mal Bazar to Haetupara	...	...	...	*46·00
	Dam Dim to Bagrakote	...	...	...	*5·75
	Deoncpal Hat to Laimonir Hat	...	...	...	*69·00
	TOTAL	...	...	...	158·15
	III.—BENGAL-NÁGPUR.				
Standard	Ásansol *viâ* Bilâspur to Nágpur	618·69	...	...	...
	Sanctoria coal branch	7·03	...	...	...
	Sini to Khargpur	09·32	...	...	...
	Khargpur to Howrah	*79·18	...	...	...
	Khargpur to Barang	*181·50	...	...	...
	Jharsuguda to Sambalpur (*Sambalpur beh.*)	30·23	...	...	...
Ft. In. 3 6	Bilaspur to Katni (*Katni beh.*)	196·23	...	...	...
	(*Inwrie.—Raipur-Dhamtari Branch*)	*26·67	...	...	...
	TOTAL	1,277·35	...	...	...
	XVII.—BEZWADA-MADRAS (*Ennûr-Bezwada section*). (b)				
Standard	Ennûr to Tadâpalli	...	*229·86	...	...
	LXXI.-BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR.				
Metre	Bhávnagar Docks to Wadhwán	...	...	...	104·75
	Dhola junction to Porbandar Bandar	...	...	...	155·85
	Jetalsar junction to Verával Docks	...	...	...	69·85
	(*xxiii.—Jámnagar*)—Rájkot to Jámnagar	...	...	...	(d) 54·38
	(*xxii.—Jetalsar-Rajkot*)	...	...	...	46·73
	(*xxvi.—Dhrángadra*)	...	...	...	21·00
	TOTAL	...	...	...	(c) 433·97
	LXVII.—BIRUR-SHIMOGA.				
Metre	Birur to Shimoga	...	...	...	*37·98
	XIX.—BOMBAY, BARODA AND CENTRAL INDIA.				
Standard	Bombay (Colába) to Wadhwán	...	...	389·57	...
	Anand to Godhra (*Godhra beh.*)	...	...	49·21	...
	Viramgám to Kharághoda (*Pâtri beh.*)	...	...	22·22	...
Metre	(*xviii.—Ahmedabad-Pâranáli*)—Ahmedabad to Idar	...	...	...	54·59
Standard	Ahmedabad	140·91	...	...	...
	(*vi.—Godhra-Ratlam-Nágda*)—Godhra to Nágda	...	...	...	31·62
Metre	(*xxviii.—Nágda-Ujjain*)	13·28	...	...	...
Ft. In. 3 6	(*xlvii.—Pálanpur-Deesa*)	...	...	...	...
	(*lxxvii.—Rajpipla—*				
	Ankleswar to Raj Pardi	...	...	...	19·03
	Raj Pardi to Nandod	...	...	...	*17·80
	(*xlii.—(Rajputana-Malwa)—*				
	Rajputana section.)				
Metre	Delhi to Ahmedabad	579·75	...	...	...
	Garhi Harsaru to Farukhnagar (*Farukhnagar Salt beh.*)	7·75	...	...	...
	Bándikui to Jumna East bank (*Agra beh.*)	(e)26·14	...	...	...
	Phulera to Jowrah (*Sambhar lake salt beh.*)	21·50	...	...	...
	Sambhar to Japog (*Branch*)	4·30	...	...	...
	Additional salt sidings in the Sambhar lake	6·27	...	...	...
	Malwa section.)				
	Ajmere to Khandwa	302·27	...	...	...
	Fatehabad to Ujjain City (*Ujjain beh.*)	14·25	...	...	...
	Cawnpore-Achnera section.)				
	Cawnpore to Achnera	239·34	...	...	...
	Mandhana to Brahmávart (*Brahmávart beh.*)	5·00	...	...	...
	Kásgan to Soron (*Soron beh.*)	9·00	...	...	...
	Muttra to Brindaban (*Brindaban beh.*)	7·32	...	...	...
	Rewári-Ferozepore section.)				
	Rewári to Ferozepore	240·85	...	...	...
	Kot Kapúra to Faziika (*Fázilka beh.*)	50·00	...	...	...
Standard Ft. In. 3 6	(*xxvi—Tapti Valley*)—Surat to Amalner	...	...	...	*136·50
	(*xxviii.—The Godhra-Ratlam-Nágda*)—				



	Miyágám *viâ* Dabhoi to Bodeli	...	...	...	22·21
	Dabhoi *viâ* Vishvámitri to Padra (*Bch.*)	...	...	...	35·77
	Dabhoi to Chándod (*Bch.*)	...	...	...	10·62
Metre	*(Izáfi.—The Gaekwar's Mehsána.)*—				
	Viramgám *viâ* Mehsána to Kherálu	...	...	...	67·94
	Mehsána to Pátan	...	...	...	24·99
Standard	*(xxxiv.—The Gaekwar's Petlád)*—Ánand to Petlád	...	...	...	13·35
	TOTAL	1,832·83	...	460·90	467·37

XLIX.—BURMA.

Metre	Rangoon to Prome (*Irrawaddy line*)	161·00	...	...	...
	Rangoon to Mandalay	386·00	...	...	...
	Myohaung to Sedaw	13·00	...	...	...
	Sedaw to right bank of the Salween river	*217·72	...	...	...
	Suburban lines	9·00	...	...	...
	Sagaing to Myitkyina (*Mu Valley line*)	331·66	...	...	...
	Thazi to Meiktila Cantonment (*Meiktila bch.*)	12·89	...	...	...
	Meiktila to Myingyan (*Meiktila Bch. extn*)	*57·70	...	...	...
	Mandalay to Mandalay shore (*bch.*)	2·50	...	...	...
	Myohaung to Amarapura shore (*Myohaung bch.*)	6·00	...	...	...
	Sagaing *viâ* Monywa to Alon (*Branch*)	*74·50	...	...	...
	Naba to Katha (*Katha bch.*)	14·40	...	...	...
	TOTAL	1,286·37	...	...	...

XV.—CALCUTTA PORT COMMISSIONERS.

Standard	Cossipore to Kidderpore docks	...	6·22	...	...
	Teikul ghát Rd. to Bhurpara Khal at Shalimar	...	2·31	...	...
	TOTAL	...	8·53	...	...

LXXXI.—DARJEELING-HIMALAYAN.

Ft.	In.					
2	0	Siliguri to Darjeeling	...	...	...	51·00

LIII.—DEOGHUR.

Metre	Baidyanáth to Deoghur	...	...	...	4·79

LVI.—DIBRU-SADIYA.

Metre	Dibrugarh to Dihing bridge	...	...	...	61·50
	Makum junction to Tálap (*Tálap bch.*)	...	...	...	16·00
	Ieil.—Ledo and Tikak-Margherita Colliery—				
	Dihing Bridge to Ledo (including Namdang Branch)	...	...	...	10·00
	TOTAL	...	...	...	87·50

XVI.—EAST COAST STATE.

Standard	Tadépalli (Kistna canal jn.) to Gódávari south	...	(*f*) 90·96	...	...
	Berwada station facing points to the distant signal of the Berwada extn (bch.)	...	0·22	...	...
	Gódávari north to Barang (Cuttack Road)	...	406·35	...	...
	Temporary Puri station to new Puri station	...	1·84	...	...
	Gódávari bridge and approaches	...	*4·55	...	...
	Samálkót to Cocanada Port (*Cocanada bch.*)	...	10·33	...	...
	Waltair to Vizagapatam (*Vizagapatam bch.*)	...	4·97	...	...
	Khurda Road to Puri (*Puri bch.*)	...	35·34	...	...
	TOTAL	...	544·56	...	...

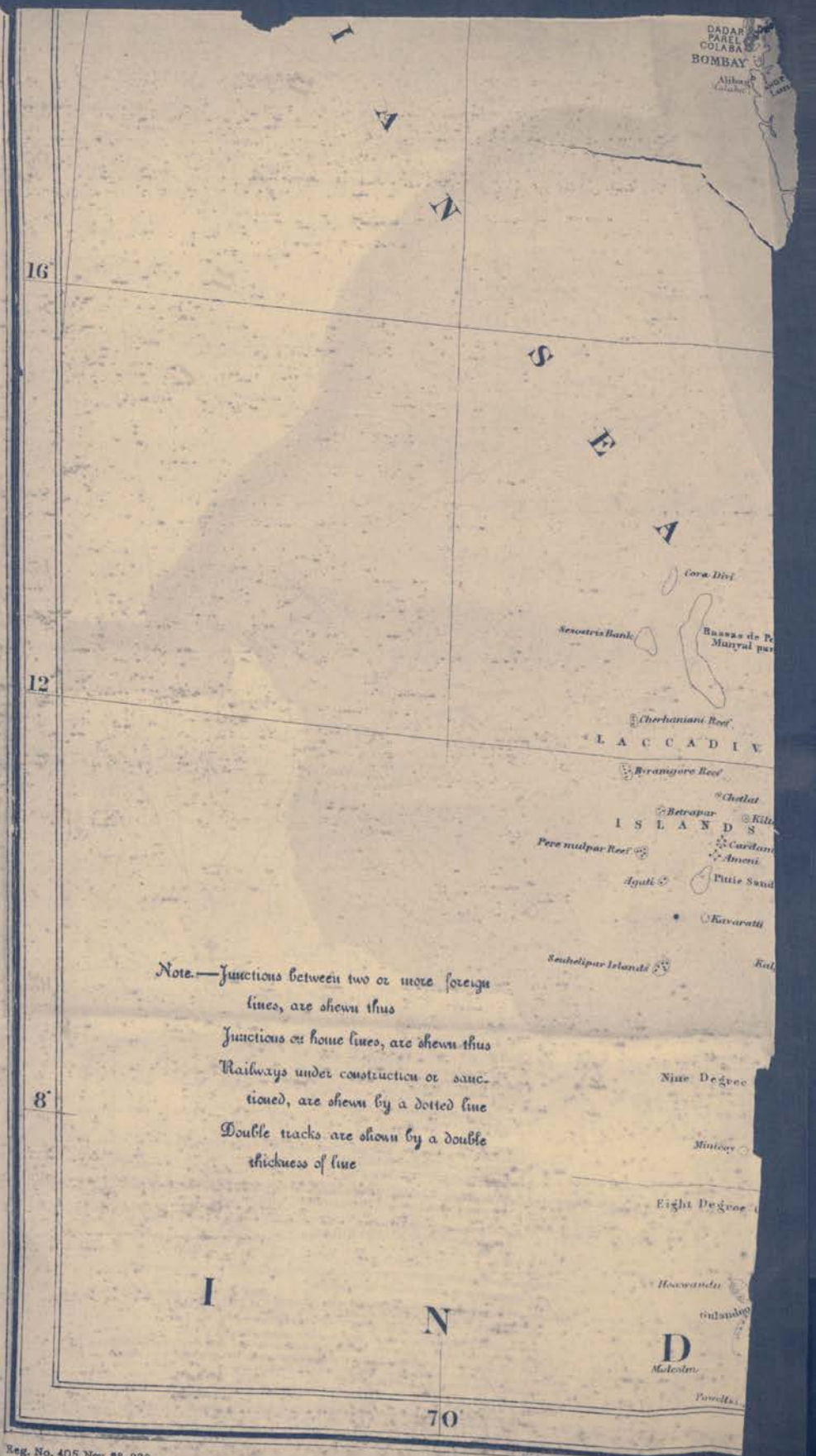
XIV.—EASTERN BENGAL STATE.

Standard	*Eastern section (Eastern Bengal railway)*—				
	Calcutta (Sealdah) to jn. with bch. to Panchooria	...	145·07	...	...
	Canal junction to Chitpore (*Chitpore bch.*)	...	2·00	...	...
	Poráduha to Golahmugar (*Poráduha bch.*)	...	17·89	...	...
	Jagati to the river Ganges (*Kooshtea bch.*)	...	3·77	...	...
	Kooshtea loop line	...	1·37	...	...
	Rajbári to Goalundo	...	5·54	...	...
	Mile 145·07 to Panchooria (*Rajbari—Faridpur bch.*)	...	4·74	...	...
	Panchooria to Faridpur	...	*14·50	...	...
	Belgachhi to the Ganges	...	*2·30	...	...
	Bhydea jn. to Borat	...	3·49	...	...
	Panchooria to the Ganges (*Fakirabad line*)	...	*5·50	...	...
	Southern sec. (Calcutta and S.-E. railway)—				
	Calcutta to Port Canning (*Original line*)	...	28·20	...	...
	Sonárpur to Hara Fort (*Diamond Harbour line*)	...	27·96	...	...
	Ballygunge to Budge-Budge (*Budge-Budge extension*)	...	13·66	...	...
	I.—Northern, Behar & Dacca sects. and Kaunia-Dharlla bch.				
Metre	*Northern section (Northern Bengal State railway).*				
	Sára Ghát to Siliguri	...	196·00	...	...
	Párbatipur to Kaunia (*Rungpore bch.*)	...	31·00	...	...
	Teesta bridge and approaches	...	*4·87	...	...
	Párbatipur to Dinagepore (*Dinagepore bch.*)	...	17·75	...	...
	Behar section (Assam-Behar State railway)—				
	Manihári to Dinagepore	...	85·67	...	...
	Katihár to Ancharághát (*Kati bch.*)	...	72·91	...	...
	Bársoi to Kissengunge (*Bársoi-Kissengunge bch.*)	...	35·11	...	...
	Dacca section (Dacca State railway)—				
Ft.	In.				
3	6	Náráyanganj Ghát to Mymensingh	...	85·92	...	...
		Kaunia-Dharlla branch—				
		Teesta junction to Jatrapur	...	23·25	...	...
		Teesta junction to Mogalhát	...	13·78	...	...
		Sonrahari extension (British section)—				
		Alipur to Jhainti	...	*20·08	...	...
		(Izzawi.—Cooch Behar railway)—				
		Gitaldaha to the right bank of the Torsá river	...	...	...	23·13
		Right bank of Torsá river to Cooch Behar	...	...	...	*5·72
		Sonrahari extn.—Native State, sec.	...	...	...	*11·30
Metre		*(Izz.—Mymensingh-Jamalpur-Jagannathganj)*—				
		Mymensingh *viâ* Jamalpur to Jagannathganj	...	...	...	*53·81
		(Izz.—(Brahmaputra-Sultanpur)—				
		Sultanpur to Kamar Jani near Kaliganj	...	...	...	*59·70
		TOTAL	...	865·22	...	150·85

* Under construction or sanctioned for construction.

† Although for convenience classed amongst state railways, the Company's section of this line / this line is the property of the Bengal and North-Western / Bengal Central Railway Company.

(*a*) The permanent bridge over the Gogra river is under construction.
(*b*) The existing section of the South Indian metre gauge railway between Gudur and Nellore, 34·24 miles, which is under conversion to the standard gauge, will form part of this railway.
(*c*) Including 4·50 miles of Bhávnagar dock estates and Janágad quarry lines.
(*d*) Including 3·00 miles of dock estate lines.
(*e*) Of this length, 3·07 miles are laid on both the standard and metre gauges, except on the Jumna bridge, where a mixed gauge is laid.
(*f*) Including 2·05 miles laid on a mixed gauge and 0·33 on the metre gauge.



Note.—Junctions between two or more foreign lines, are shewn thus
Junctions on home lines, are shewn thus
Railways under construction or sanctioned, are shewn by a dotted line
Double tracks are shown by a double thickness of line

Reg. No. 405, Nov. 38, 920.

74°
78°
82°
86°
90°
KASHMIR
LAHORE
AMRITSAR
PATHANKOT
FEROZEPORE
UMBALLA
SAHARANPUR
DELHI
GHAZIABAD
BAREILLY
ALIGARH
MUTTRA
AGRA
TUNDLA
CAWNPORE
LUCKNOW
ALLAHABAD
JHANSI
MOGHAL SARAI
JEYPORE
AJMERE
JODHPORE
BIKANEER
REWARI
BHOPAL
INDORE
KHANDWA
NAGPUR
AMRAOTI
WARORA
JUBBULPUR
KATNI
BILASPUR
CUTTACK
PURI
SEALDAH
CALCUTTA
HOWRAH
DIAMOND HARBOUR
ASANSOL
DARJEELING
SILIGURI
AHMEDABAD
DOKTHOL PROVINCE
CENTRAL PROVINCES
CHOTA NAGPUR
PUTANA
MALWA
GREAT INDIAN PENINSULA
B. & N.W.R.

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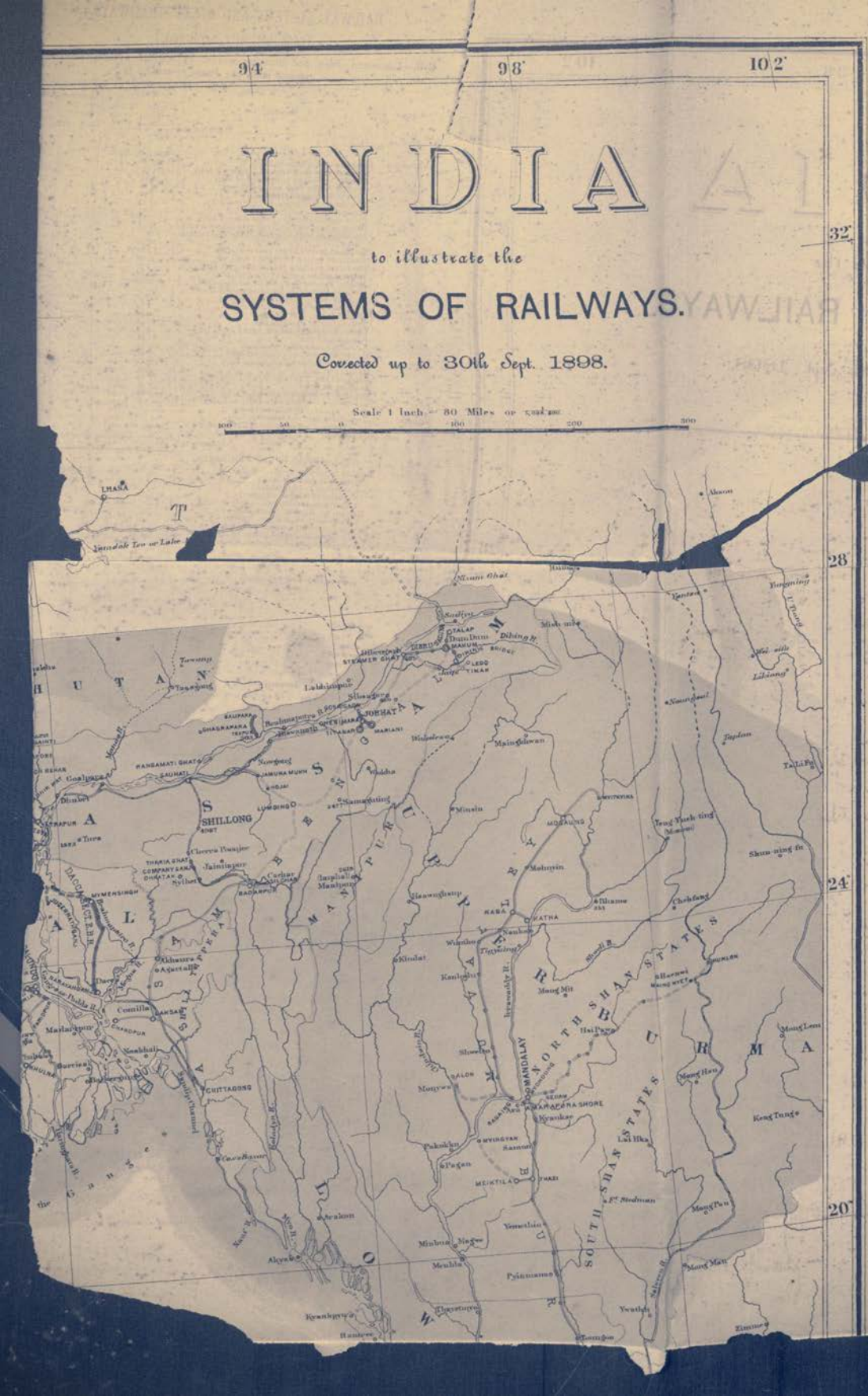
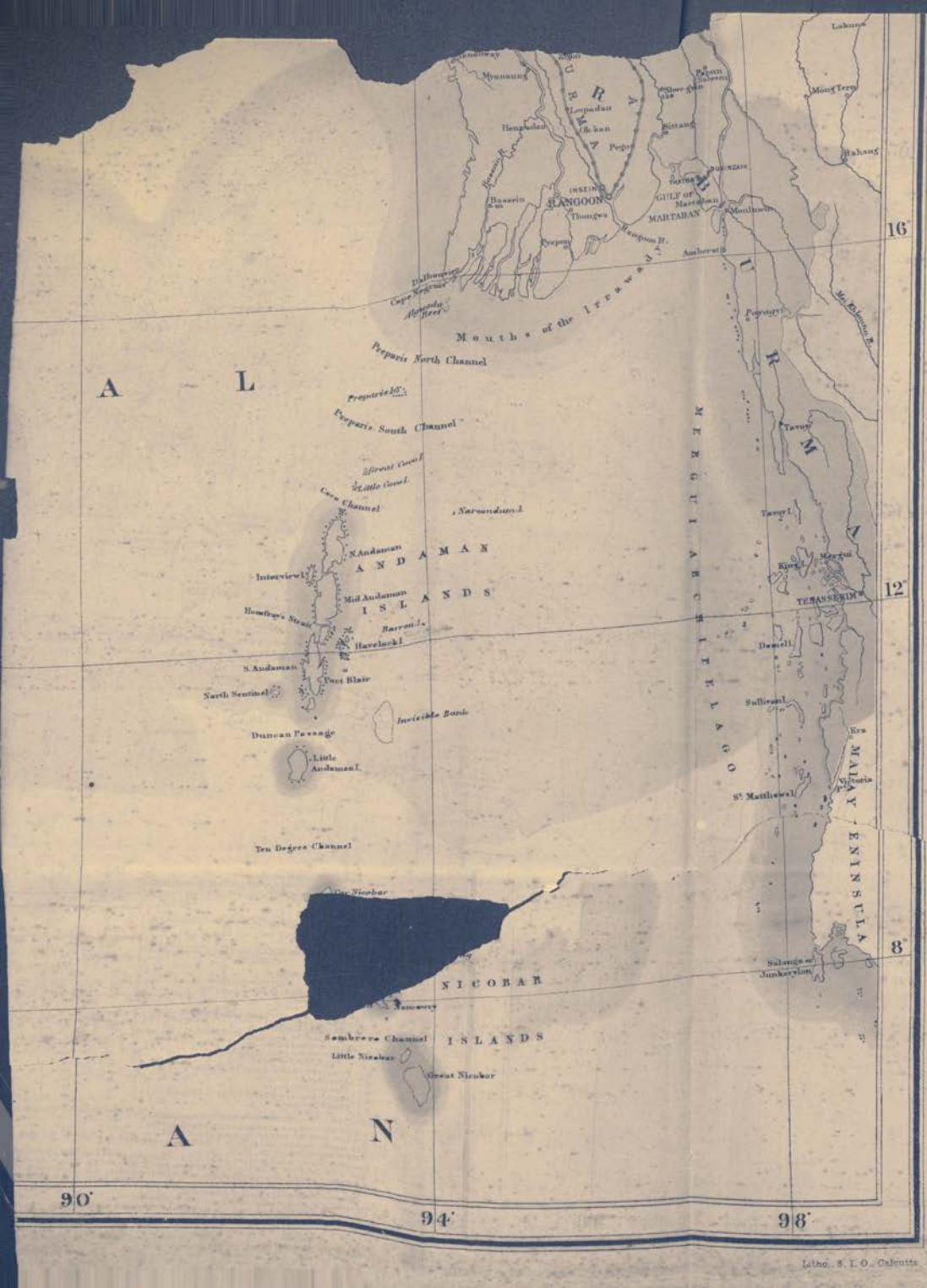

94
98
102
32
28
24
20
INDIA
to illustrate the
SYSTEMS OF RAILWAYS.
Corrected up to 30th Sept. 1898.
Scale 1 Inch = 80 Miles or 1:5,068,800
100 50 0 100 200 300
LHASA
Yamdok Tso or Lake
Tawang
Tongsang
Laldokpur
Sikkim
Dikling R.
Mai chu
Lhasong
Yangming
Yangtse
Gyantse
Shigatse
Nam Chu
Tsangpo
Nyenchen Tanglha
Nagarzong
Chetang
Lhokha
Chaksam
Tsangpo R.
Tsangpo Gorge
Tsangpo Bend
Pemakoichung
Pemakoi
Rong Yul
Rong Yul Gorge
Rong Yul Bend
Rong Yul Valley
Rong Yul Pass
Rong Yul Mts.
Rong Yul Plateau
Rong Yul Lake
Rong Yul Glacier
Rong Yul Snowfield
Rong Yul Ice Cap
Rong Yul Moraine
Rong Yul Terminal
Rong Yul Outlet
Rong Yul Inlet
Rong Yul Bay
Rong Yul Harbour
Rong Yul Port
Rong Yul Town
Rong Yul Village
Rong Yul Hamlet
Rong Yul Farm
Rong Yul Field
Rong Yul Road
Rong Yul Track
Rong Yul Path
Rong Yul Bridge
Rong Yul Ford
Rong Yul Ferry
Rong Yul Boat
Rong Yul Canoe
Rong Yul Raft
Rong Yul Swim
Rong Yul Wade
Rong Yul Portage
Rong Yul Carry
Rong Yul Trail
Rong Yul Route
Rong Yul Map
Rong Yul Survey
Rong Yul Triangulation
Rong Yul Station
Rong Yul Observatory
Rong Yul Meridian
Rong Yul Parallel
Rong Yul Latitude
Rong Yul Longitude
Rong Yul Time
Rong Yul Date
Rong Yul Calendar
Rong Yul Festival
Rong Yul Fair
Rong Yul Market
Rong Yul Trade
Rong Yul Commerce
Rong Yul Industry
Rong Yul Agriculture
Rong Yul Forest
Rong Yul Timber
Rong Yul Rubber
Rong Yul Tea
Rong Yul Coffee
Rong Yul Cinchona
Rong Yul Opium
Rong Yul Salt
Rong Yul Iron
Rong Yul Coal
Rong Yul Gold
Rong Yul Silver
Rong Yul Copper
Rong Yul Lead
Rong Yul Zinc
Rong Yul Tin
Rong Yul Mica
Rong Yul Graphite
Rong Yul Petroleum
Rong Yul Natural Gas
Rong Yul Hot Springs
Rong Yul Geyser
Rong Yul Volcano
Rong Yul Earthquake
Rong Yul Fault
Rong Yul Fold
Rong Yul Strata
Rong Yul Rock
Rong Yul Soil
Rong Yul Sand
Rong Yul Clay
Rong Yul Gravel
Rong Yul Boulder
Rong Yul Cliff
Rong Yul Valley
Rong Yul Plain
Rong Yul Hill
Rong Yul Mountain
Rong Yul Peak
Rong Yul Pass
Rong Yul Gorge
Rong Yul Bend
Rong Yul Confluence
Rong Yul Source
Rong Yul Mouth
Rong Yul Delta
Rong Yul Estuary
Rong Yul Bar
Rong Yul Shoal
Rong Yul Reef
Rong Yul Island
Rong Yul Peninsula
Rong Yul Isthmus
Rong Yul Cape
Rong Yul Bay
Rong Yul Gulf
Rong Yul Strait
Rong Yul Channel
Rong Yul Sound
Rong Yul Inlet



	Continued				
	Sukkur to Sukkur Bandar *Branches.*	...	(a) 4·00	...	...
	Kotri to Kotri Bandar	...	1·14	...	...
	Frontier section, Military.				
	(*Sind-Sagar*)—				
	Lala Musa to Sher Shah	...	341·03	...	...
	Gora junction to Khushalgarh (*Khushalgarh beh.*)	...	76·16	...	...
	Malikwal to Bhera	...	10·60	...	...
	Harappur to Boghanwala (*Bhagtanwala beh.*)	...	7·73	...	...
	Chaliss to Dunoot (*Khewra beh.*)	...	8·58	...	...
	Kundian to Mari (*Mari beh.*)	...	36·32	...	...
	Makmud Kot to Ghazi ghat (*Beh.*)	...	18·11	...	...
	(*Sind-Pishin and Mushkef-Isalan rly.*)—				
	Ruk and Sibi and Quetta to Chaman	...	206·76	...	...
	Nari bank to Sircab (*Sirkab beh.*)	...	13·81	...	...
	Sibi to Bostan and Harnai	...	1,6·14	...	...
	Mari-Attock—				
	Cantonment to Basal (New Pind Sultani)	...	*25·00	...	...
	Jand (6 to Grand Khel, near Mari	...	*35·00	...	...
	(*Kalka, Ludhiana-Dhuri-Jakhal*)	...	...	...	*80·38
	(*Kalka, Southern Punjab,—Delhi-Jumdalata*)—				
	Delhi to Sonnagta	...	...	...	29·50
	Entrance into Delhi station	...	...	...	*0·79
	Narwana to Kaithal	...	...	...	*25·00
	(*Kalka, Hyderabad-Shandpalli*)—Gida Bandar to Shadipalli	...	58·1	...	...
	(*Jammu and Kashmir*)—				
	Frontier of Kashmir state to left bank of the Tawi river	...	...	...	15·93
	(*Ferozepore-Bhatinda*)	...	...	...	107·12
	TOTAL	...	3,666·23	...	699·71
	LXX—CODEYPOKE-CHITOR.				
	Berach (Chitorgarh) to Deburi	...	...	...	60·30
	Deburi to the Ahar river near Codeypore	...	...	...	*6·44
	TOTAL	...	...	...	76·13
	XIII.—OUDH AND ROHILKHAND STATE.				
Standard	Moghal Sarai to Saharanpur	...	820·17	...	...
	Bareilly and Chandausi to Moradabad (*loop*)	...	70·56	...	...
	Ghaziabad to Moradabad (*chord line*)	...	*87·00	...	...
	Ratanpali to Ajudhya Ghat (*Ajudhya Ghat beh.*)	...	3·22	...	...
	Lala Bakri to Balaram ghat (*Balramghat beh.*)	...	21·32	...	...
	Lucknow to Benares Cantt. (*Lucknow-Benares section*)	...	...	...	...
	Lucknow to Cawnpore (*Cawnpore beh.*)	...	187·25	...	...
	Chandausi junction to Aligarh (*Aligarh beh.*)	...	45·45	...	...
	Najibabad to Kotdwara (*Kotdwara beh.*)	...	60·00	...	...
	Lalsar junction to Hardwar (*Hardwar beh.*)	...	12·9	...	...
		...	12·00	...	...
	(*ii*)—*Cawnpore-Barhwal* (*metre gauge link*).				
Metre	Cawnpore to Barhwal	...	(c) 79·60	...	...
Standard	(*Kalka-Hardwar-Lahra*)—Hardwar to Dehra	...	...	...	*6·08
	TOTAL	...	1,417·06	...	34·01
	LIV.—ROHILKUND AND KUMAON.				
Metre	Bhojeepura to Kathgodam (*Company's section*)	...	...	...	53·94
	(*Lucknow-Bareilly section*)—				
	Lucknow to Bareilly	168·55	...	...	...
	Bisilani to Sotaripur (*Dudhwa beh.*)	30·07	...	...	...
	Bareilly grain siding	1·75	...	...	...
	TOTAL	256·17	...	...	53·94
	LII.—SHADIPALLI-BALOTRA (BRITISH SECTION.)				
Metre	Hyderabad (Smd) to Jodhpore frontier	...	(d) *71·26	...	...
	XLIII—SOUTHERN MAHRATTA.				
Metre	Portuguese frontier to 0·36 mile E. of Tadpalli	509·07	...	...	...
	Londa to Poona (*Poona beh.*)	273·00	...	...	...
	Hubli to Harihar (*Harihar beh.*)	31·00	...	...	...
	Gadag to Hotgi (*Bijapur beh.*)	173·08	...	...	...
	(*also—Guntakal-Mysore frontier*)—Guntakal to Mysore frontier	119·30	...	...	...
	(*Indian—Kolhapur*)—Miraj to Kolhapur	...	...	...	29·07
	(*Nizam—Mysore-Nanjangud*)	...	...	...	(e) 15·75
	(*Mysore section,—Southern Mahratta*)—				
	Harihar to Mysore	[366·00	...	...	...
	(*Nizam—Tiruvanipur-Mysore frontier*)	...	...	...	51·30
	TOTAL	1,452·54	...	...	56·17
	XLVI.—SOUTH INDIAN.				
	Madras-Tuticorin section.				
Metre	Madras (Park) to Tuticorin	443·99	...	...	...
	Madras (Park) to Beach	1·74	...	...	...
	Chingleput to Arkonam (*Arkonam beh.*)	26·18	...	...	...
	Villupuram to Gingee river (*Pondicherry beh.*)	16·36	...	...	...
	Tanjore to Negapatam (*Negapatam beh.*)	48·23	...	...	...
	Tanjore to Pullattapatti (*Quarry extn.*)	4·60	...	...	...
	Trichinopoly to Erode (*Erode beh.*)	87·16	...	...	...
	Manmadurai to Tinnevelly (*Tinnevelly beh.*)	18·20	...	...	...
	Villupuram-Dharmavaram section.				
	Villupuram to Dharmavaram	279·23	...	...	...
	Pakala to Nellore (*Nellore beh.*)	107·03	...	...	...
	(*Nizam's—Kalalkal-Perulam*)	...	...	...	14·45
	(*Mysore—Bangarpet-Malur*)	53·50	...	...	...
	(*Madras—Pondicherry*)—Gingee river (French frontier) to Pondicherry	...	...	...	7·80
	TOTAL	1,160·18	...	...	22·25
	LXXVI.—WEST OF INDIA PORTUGUESE.				
Metre	Mormugao to the Portuguese frontier	...	...	...	33·00
	STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS.				
Ft.	In.				
2	6	*Bhagmundia colliery*	...	6·85	...	...
		Cherra-Companyganj.—				
3	6	Companyganj to Komora quarry	...	8·00	...	...
2	0	*Dandai Colliery*	...	0·18	...	...
3	0	*Howrah-Amta*—				
		Telkal ghat (Howrah) to Bargachi	...	...	...	15·00
		Bargachi to Amta	...	...	...	*12·25
		Bargachi to Jagatballapur (*Branch*)	...	...	...	1·50
2	0	*Howrah-Shankrail*—				
		Kadamtolia (*Y*) to Sheakhalla	...	...	...	17·85
		Chandikila to Jurai	...	...	...	*2·00
2	6	*Petrapole*—Shahjahanpur to Maikal	...	...	...	30·50
2	6	*Ranaghat-Krishnagar*	...	...	...	*20·00
2	6	*Tarakeshwar-Magra*	...	...	...	3·12
2	6	*Tarpat-Sailapara*—Tarpat ghat to Balipara	...	...	...	3·10
2	6	*Thakin-Luxmandi*	...	...	...	2·76

* Under construction or sanctioned for construction.
(a) Military lines not used for ordinary public traffic.
(b) The length between Basal (New Pind Sultani) and Jand is a part of the open mileage of the Khushalgarh branch (N. W. S. Ry.).
(c) Exclusive of 2·66 miles between Ashbagh and Daligarj (Lucknow-Bareilly section, B. K. Ry.)
(d) The mileage given is exclusive of 48·75 miles of the existing Hyderabad Shadipalli railway, standard gauge, between Shadipalli and Rahoki junction, to be converted to the metre gauge; as also 6·50 miles of the same railway, between Rahoki junction and Hyderabad, on which a separate fourth gauge track will be added.
(e) Of these, 9·50 mile is under construction.
(f) Howrah-Kadamtolia section of the Howrah-Amta railway is worked over.

Litho. S. I. O. Calcutta

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

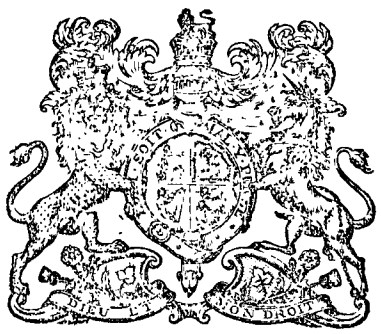
FOR

1897-98.

BY

A. BRERETON, Esq.,
DIRECTOR OF RAILWAY TRAFFIC AND STATISTICS.

PART II.



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The following lengths of railway have been sanctioned for construction from the 1st April to the 3rd November 1898:

Date of sanction.	Railway.	From	To	Miles.	Remarks.
29th June 1898	Kalka-Simla	Kalka	Simla	(a)68·00	
7th July 1898	Burma	Meiktila	Myingyan	57·70	
7th July 1898	Burma	Sagaing	Alon	74·50	
26th July 1898	Gwalior-Sipri	Gwalior	(b) Bhind	45·79	
15th September 1898	Agra-Delhi Chord	Agra	Delhi	(a)121·16	
			Total	367·15	

The following lengths of railway have been opened to public traffic from the 1st April to the 3rd November 1898:

Date of opening.(c)	Railway.	From	To	Miles.	Remarks.
4th April 1898	Oudh and Rohilkhand	Benaras Cantt. Jn.	Rai Bareli	138·69	
1st June 1898	Bengal Nágpur	Sini Jn.	Khargpur	99·59	For goods traffic, and for passenger traffic on the 20th September 1898.
1st June 1898	East Coast	Puri (temporary station)	Puri (new station)	1·84	
1st June 1898	Bengal and North-Western (Company's section)	Balrámpur	Tulsipur	20·00	
8th June 1898	Bengal and North-Western (Company's section)	Turtipur Ghát	Azamgarh	51·35	
1st June 1898	Dhrángádrá	Wadhwán Jn.	Dhrángádrá	21·00	For goods traffic, and for passenger traffic on the 25th June 1898.
2nd June 1898	Jodhpore-Bickaneer	Bickaneer	Dulmera	41·67	
1st July 1898	South Indian	Tanjore Jn.	Pulliarpatti	4·60	
15th October 1898.	Mymensingh-Jamalpur-Jaganathganj	Mymensingh	Singhjani	33·00	For goods traffic, and for passenger traffic on the 1st November 1898.
20th October 1898.	Eastern Bengal	Pachooria	Shivarampur	8·00	
			Total	419·74	

(a) Commencement of work not yet authorized.
(b) Excluding 6·54 miles of existing light line.
(c) Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1897-98.

PART II.

CHAPTER I.

STORES.

General.

Working of the Stores Department during 1897-98.

The arrangements in force during the previous year for landing and forwarding English stores and making local purchases for State railways at the principal Indian ports were continued during the year 1897-98, except that, in the case of the Port of Calcutta, Companies' railways have been permitted to utilize the services of the Port Storekeeper, State Railway Department, for landing and forwarding English stores and making local purchases of stores on payment of the usual agency charges.

East Indian Railway (standard gauge).

2. The cost of working the store department, exclusive of Watch and Ward establishment, during the year ending 31st December 1897, was ₹1,72,823, as compared with ₹1,63,294 in 1896. Of this amount, however, ₹25,359 represented the cost, exclusive of supervising charges, of landing and despatching imported stores at Howrah for the company's use and for the South Behar and Bengal and North-Western railways, as compared with ₹14,364 on this account in 1896. The sanctioned amount for 1898, exclusive of ₹27,990 for estimated cost of landing stores, is ₹1,74,618; but this amount includes ₹3,600 chargeable to capital in connection with the construction of new lines.

The gross tonnage of stores and materials landed from boats at the Howrah General Store Depôt during 1897 was 103,073 tons, distributed as follows:

	Tons.
East Indian railway	58,187
South Behar railway	11,765
Bengal and North-Western railway	33,121
TOTAL	103,073

as compared with 58,323 tons in 1896 and 52,049 tons in 1895.

The purchases of stores in India during 1897 aggregated ₹50,91,369; of which ₹13,32,112 were on account of English and ₹37,59,257 for country stores. The purchases in 1896 aggregated ₹29,73,945.

The amount realized in 1897 by sale of surplus and condemned stores, exclusive of cinders, was ₹2,12,214, as compared with ₹2,26,490 in 1896.

Bengal Central Railway (standard gauge).

3. The working of the line was taken over from the Eastern Bengal State railway authorities by the company on and from the 1st January 1897, from which date it has been worked independently by the company's own staff. No comparison with the previous year's stores transactions which were dealt with by the Eastern Bengal State railway can therefore be made here.

The cost of working the stores department during the year ended 31st December 1897 was R1,746-1-4.

The purchases of stores in India during 1897 aggregated R2,56,262, of which R59,386 were on account of English and R1,96,876 for country stores.

There were no sales of surplus and condemned stores and cinders during 1897.

Bengal-Nagpur Railway (standard gauge).

4. The cost of working the stores department during the year ended 31st December 1897, of the line 862 miles (Nagpur to Asansol, including Bilaspur-Kutni and Sambalpur branches), was R27,417 as compared with R31,861 in 1896. The sum debited on this account in mileage proportion to capital for the line under construction, a length of 360 miles (Calcutta to Cuttack and Sini to Midnapur), for the year 1897 was R5,461.

In addition, the cost of maintaining the three depôts on the extensions, namely, at Roopnarain (Kola), Midnapur and Cuttack, aggregating R50,810, during 1897, as compared with R53,292 in 1896, were entirely debited to capital. The expenditure of working the stores department of the whole undertaking was:

1897.	1896.
R	R
83,688	86,812

The three depôts named above are the centres for the receipt and issue of stores to the several districts on the extensions; the nearest construction district to the main line, that is, the Sini district obtains its supplies from the store magazine at Nagpur, which continues to supply all requirements of stores to the open line districts.

The purchase of stores during 1897 for the open and unopen line aggregated R98,45,174, of which R87,70,062 were on account of English and R10,75,112 for stores purchased locally in India.

The purchases in 1896 agregated R58,96,709.

The increase for the year 1897 is due to extensive purchases of stores required for the operations on the new extensions.

The following amounts were realized by sale of cinders and condemned stores:

	R
Cinders	1,248
Condemned stores	3,832

as compared with R260 for cinders and R2,685 for condemned stores for 1896.

North Western State Railway (standard gauge).

5. The cost of working the stores department during 1897 was R18,959 more than in 1896, having amounted to R96,965 as against R78,006. Of this increase, nearly R10,000 was attributable to smaller credits received for landing stores at Kurrachee.

The purchase of stores in India during 1897 aggregated R48,53,240, of which R2,44,912 were on account of English and R46,08,328 for country

stores. The latter amount includes ₹5,27,962 in respect of wooden sleepers purchased for other railways. The purchases in 1896 aggregated ₹62,82,444, or ₹14,29,204 in excess of the year under review, the difference, arising chiefly in fuel.

The following amounts were realized by the sale of surplus and condemned stores during 1897, namely:

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores .	4,27,991	6,71,702	10,99,693

The total sales during 1897, including the sleepers lent to other railways, amounted to ₹16,27,655, as compared with ₹11,97,967 in the preceding year, which included ₹3,55,698 in respect of sales of sleepers.

Oudh and Rohilkhand State Railway (standard gauge).

6. The cost of working the stores department during the calendar year ending 31st December 1897 was ₹29,969, as compared with ₹30,377 in 1896. The figures given include cost of working both the locomotive and general stores departments.

The net result of verification of stores stock undertaken in 1896 shewed an excess of stores valued at ₹12,859.

All stores work in connection with the construction of the Rae Bareli-Benares railway, has been performed by the staff of the Oudh and Rohilkhand state railway. The locomotive department having no separate depôt, all work for that department continues to be done by the general stores department.

During the year 1897, surplus and obsolete stores, also new and good stores, as noted below, were disposed of:

	₹
(*a*) Unserviceable rails sold to the public and other railways .	53,334
(*b*) Unserviceable and obsolete stores sold by auction . .	88,317
(*c*) Surplus stores transferred from the Oudh and Rohilkhand state railway stock	94,105
(*d*) Surplus stores transferred from the Bareilly-Rampur-Moradabad state railway stock	1,553
(*e*) Surplus stores transferred from the Rae Bareli-Benares state railway stock	28,369
(*f*) New and good stores issued to the Rae Bareli-Benares state railway from the Oudh and Rohilkhand railway stock	1,08,329
TOTAL	3,74,007

Cast-iron pot sleepers are manufactured in the locomotive workshops, and issued through the stores department. For this purpose, pig iron, valued at ₹98,107, and scrap cast-iron, valued at ₹61,585, was issued during the year.

Eastern Bengal State Railway system (standard, metre and narrow gauges).

7. The cost of working the stores department during the year ended the 31st December 1897 was ₹17,004, as compared with ₹16,301 in 1896.

The purchases of stores, both locomotive and general, in India, during 1897 aggregated ₹12,52,497, of which ₹56,010 were for English stores and ₹11,96,487 for country stores. The purchases in 1896 aggregated ₹11,09,693.

The following amounts were realized by the sale of surplus and condemned stores and cinders during 1897, *viz.*:

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . .	...	20,393	20,393
Cinders	...	2,126	2,126

as compared with ₹16,402 for surplus and condemned stores and ₹2,147 for cinders realized in 1896.

East Coast State Railway (standard gauge).

8. The cost of working the stores department, exclusive of locomotive stores, during the year ended 31st December 1897, amounted to ₹33,628, as compared with ₹64,291 in 1896. The decrease in 1897 is due to a reduction in the share of Secretary of State's charges which amounted to ₹5,500, against ₹35,956 in 1896.

There was no alteration in the control of the stores depôts.

The purchases of stores in India during 1897 aggregated ₹3,64,831; of this sum ₹33,141 were on account of English stores, and the balance for country stores. The purchases in 1896 aggregated ₹10,90,961.

The following amounts were realized by the sale of surplus and condemned stores and cinders during 1897:

	New.	Second hand.	Total.
	₹	₹	₹
Surplus and condemned stores .	1,02,369	80,390	1,82,750
Cinders	...	...	499

as compared with ₹81,058 for surplus and condemned stores and ₹468 for cinders in 1896.

Great Indian Peninsula Railway (standard gauge).

9. During the calendar year under report the purchases of stores in India amounted to ₹33,03,458. English material to the value of ₹31,41,042 was received in India and debited to the General Stores account. The total issues including sales, during the same period, amounted to ₹68,35,864.

In addition to the stores purchased from outsiders, manufactured articles, valued at ₹6,41,340, were supplied from the company's workshops upon orders from the General Storekeeper, raw materials to the amount of ₹4,83,195 having been worked up at a cost of ₹1,31,740 for labour and contingent expenses and ₹26,405 for fuel. The following items may be mentioned as forming part of the raw materials operated on, *viz.*, 1,505 tons of teak logs purchased at an average cost of ₹101-9-5 per ton for conversion in the log mill, and 144 tons of scrap iron wrought up into iron uses in the steam-hammer factory.

The total receipts, therefore, from all sources were ₹65,76,240, and the total issues, including sales, during the same period, amounted to ₹68,35,864.

Bombay, Baroda and Central India Railway (standard gauge).

10. The cost of working the stores department during the year ended 31st December 1897 was ₹70,947, as compared with ₹68,126 in 1896.

The total purchases of stores during 1897 aggregated ₹57,29,929, of which ₹33,34,706 were on account of English stores and ₹23,95,223 for country stores. The purchases in 1896 amounted to ₹61,42,483.

A sum of ₹56,433 was realized by the sale of condemned and surplus stores by auction during the year, as compared with ₹59,705 realized in the previous year.

Madras Railway (standard gauge).

11. The cost of working the stores department during the year ended the 31st December 1897 was ₹23,100, as compared with ₹22,329 in 1896; charges

for landing and despatching stores are not charged to the stores department but are added to the cost of the articles received.

There was no alteration in the control of stores and the stores depôts.

The purchases of stores in India during 1897 aggregated ₹18,26,617, of which ₹93,124 were on account of English and ₹17,33,493 for country stores. The purchases in 1896 aggregated ₹19,66, 616.

The following amounts were realized by the sale of surplus and condemned stores and cinders during 1897, *viz.*:

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . .	2,946	91,510	94,456
Cinders.	...	6,950 *	6,950

as compared with ₹1,35,263 for surplus and condemned stores and ₹3,822 for cinders realized in 1896.

Bengal and North-Western Railway, including Tirhoot State Railway (metre gauge).

12. The cost of working the stores department during the year ended the 31st December 1897 was ₹10,587, as compared with ₹11,251 in 1896.

There was no alteration in the control of stores and the stores depôts.

The purchases of stores in India during 1897 aggregated ₹7,32,721, of which ₹1,66,971 were on account of English and ₹5,65,750 for country stores. The purchases in 1896 aggregated ₹7,21,685.

The following amounts were realized by the sale of surplus and condemned stores during 1897, *viz.*:

	New.	Old.	Total.
		₹	₹
Surplus and condemned stores . . .	...	1,458	1,458

as compared with ₹1,215 in 1896.

Rajputana-Malwa Railway (metre gauge).

13. The cost of working the stores department during the year ended 31st December 1897 was ₹86,864, as compared with ₹76,088 in 1896.

An additional depôt was opened at Ferozepore in December 1897 for the receipt of permanent-way materials, etc., for the conversion of the line between Ferozepore and Bhatinda.

The total stores purchases during 1897 aggregated ₹22,31,279, of which ₹2,24,806 were on account of English and ₹20,06,473 for country stores.

The purchases in 1896 aggregated ₹32,88,997.

A large auction sale of unserviceable stores was held at the Ajmere depôt on the 28th September 1897, realizing about ₹22,000, as against ₹60,000 in 1896. Besides the above, stores of the value of ₹8,731 and ₹3,383 were sold by auction at Rutlam and Sabarmati, respectively, in 1897.

Southern Mahratta Railway (metre gauge).

14. The cost of working the stores department during the year was ₹41,820, as compared with ₹41,911 in the previous year. This sum does not include the cost of landing and despatching imported stores for the company's use through the agency of Messrs. Mackinnon, Mackenzie & Co., of Bombay, whose bills for the year 1897 amounted to ₹4,852, as against ₹5,292 in 1896.

There was no change in the control of the stores department, but the separate depôt at Bangalore was closed during the year and the stores stock transferred to the Central depôt at Hubli.

* This sum was credited to Revenue.

The purchases of stores in India during 1897 aggregated ₹12,07,455, of which ₹1,17,176 were on account of English and ₹10,90,279 for country stores. The total purchases in 1896 aggregated ₹11,78,923.

The following amounts were realized by the sale of surplus and condemned stores and cinders during 1897, *viz.*:

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . . .	1,038	14,645	15,683
Cinders	...	357	357

as compared with ₹11,680 for surplus and condemned stores and ₹748 for cinders in 1896.

South Indian Railway (metre gauge).

15. The cost of working the stores department during the year ended the 31st December 1897 was ₹51,952, as compared with ₹36,184 in 1896; of the former amount, however, ₹15,057 represents the cost (exclusive of supervising charges) of landing and despatching imported stores at the ports of Negapatam and Madras as compared with ₹6,542 on this account in 1896. The landing and despatching charges on stores imported for the Peralam-Karaikkal railway worked by this company were ₹2,101 during the year under report.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1897 aggregated ₹12,64,840, of which ₹58,690 were on account of English and ₹12,06,150 for country stores. The purchases in 1896 aggregated ₹14,58,302.

The following amounts were realized by the sale of surplus and condemned stores and cinders during 1897, *viz.*:

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . .	62,504	17,598	80,102
Coke and cinders	9,570	3,283	12,853

as compared with ₹4,603 for surplus and condemned stores and ₹10,536 for coke and cinders realized in 1896.

Assam-Bengal Railway (metre gauge).

16. The cost of working the stores department during the year ended 31st December 1897 was ₹1,14,309, as compared with ₹1,12,889 in 1896.

These amounts include home charges and agency charges at Calcutta.

The purchases of stores in India during 1897 aggregated ₹12,59,252, of which ₹4,04,861 were for English and ₹8,54,391 for country stores. The purchases during 1896 aggregated ₹8,85,353.

The sales of condemned and surplus stores during 1897 were trifling.

Burma Railways (metre gauge).

17. The cost of working the stores department during the year ended the 31st December 1897 was ₹39,770, as compared with ₹35,882 in 1896. Of the former amount, ₹1,200 represents portion of Storekeeper's salary debitable to the Mandalay-Kunlôn railway. The increase in expenditure over that of the previous year is due to an increase of the Storekeeper's salary from ₹800 to ₹950 from the 1st September 1896, and to a contribution towards pension and leave allowances of those entitled to pension.

There was no alteration in the control of stores and the stores depôts.

The purchase of stores in India during 1897 aggregated ₹9,35,368, of which ₹54,297 were on account of English and ₹8,81,071 for country stores. The purchases in 1896 aggregated ₹9,95,056.

The following amounts were realized by the sale of surplus and condemned stores and cinders, *viz*:

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . .	91,974	7,572	99,546
Cinders	...	100	100

as compared with ₹2,35,895 for surplus and condemned stores and ₹67 for cinders realized in 1896. Of the former amount for surplus and condemned stores, ₹89,892 represents the value of stores sold to the Mu Valley and Mandalay-Kunlôn railways.

Bengal Doars Railway (metre gauge).

18. The cost of working the stores department during the year ended the 31st December 1897 was ₹378, as compared with ₹360 in 1896.

The purchases of stores in India during 1897 aggregated ₹26,065 against ₹44,794 in 1896.

No surplus and condemned stores were sold during 1897.

Dibru Sadiya Railway (metre gauge).

19. The cost of working the stores department during the year was ₹6,358, as compared with ₹5,991. There was no alteration in the control of stores.

The stores purchased during the year 1897 aggregated ₹3,00,c03, of which ₹2,09,540 were on account of English and ₹90,463 for country stores. In 1896, the stores purchased amounted to ₹1,93,964, of which ₹1,07,341 were for English and ₹86,623 for country stores.

Bhavnagar-Gondal-Junagad-Porbandar Railway, including Jetalsar-Rajkot and Jamnagar Railways (metre gauge).

20. The cost of working the stores department during the year ending the 31st December 1897 was ₹11,396, as compared with ₹10,798 in 1896.

The purchases of stores during 1897 aggregated ₹8,30,257, of which ₹49,298 were on account of English and ₹7,80,959 for country stores. The purchases in 1896 aggregated ₹7,25,419.

There are practically no surplus stores kept on this railway, and there have been no sales of such stores in 1897.

Stores balances.

21. The statement on pages 12 to 19 contains an abstract of the stores transactions of the several standard and metre gauge railways for the calendar year 1897.

At the close of the year the capital locked up in stores of the standard and metre gauge railways amounted to ₹6,74,52,571, showing a net increase of ₹39,56,501 during the year. There was also a sum of ₹1,00,19,487 under adjustment on the 31st December 1897, making a total of ₹7,74,72,058 at the debit of stores on that date.

Under the orders of the Government of India, the stores balances during the year 1897 of the principal railways in India were thoroughly reviewed with the object of investigating all unnecessary accumulations, and disposing of stock, not required, to the best advantage, and of thus reducing the balances to the lowest limits compatible with efficient working. In all instances where the balances have been found to be large and unexplained, further investigations are being made.

The increase during 1897 in the capital locked up in railway stores is explained below :

State lines worked by Companies (standard and metre gauges).

The net result of the working of the stores departments during the year 1897 of the state lines worked by companies was an increase of ₹46,42,526 in the balances of both standard and metre gauge railways (including the Bengal Central Railway), *viz.*, ₹40,52,771 in the balances of the standard gauge and ₹5,89,755 in those of the metre gauge railways.

Of the standard gauge state lines worked by companies, the balances of the following railways show increases during 1897 to the extent noted against each :

	Increase in the stores balance.	Increase or decrease in the amount under adjustment.	Total increase.
		₹	₹
East Indian	16,55,620	3,96,423	20,52,043
Bengal-Nagpur extensions	36,09,705	—11,15,730	24,93,975

The increases on the East Indian railway occurred chiefly in the following items, to the extent noted against each :

	₹
Permanent-way materials	4,15,613
Metals	9,49,839
Carriage fittings	1,61,468
Miscellaneous	3,12,625

The stores balances of the East Indian railway have been increasing for some years, and a detailed explanation has been called for from the authorities of the large and apparently disproportionate rises in the stores balances of the last few years, and enquiry is being made as to whether there is any prospect of these balances being reduced.

The balances of the Indian Midland railway were reduced during the year 1897 to the extent of ₹7,18,654, including the stores balances of the Bhopal-Ujjain railway.

The increases in the balances of the Bengal-Nagpur extensions under classes A, D, E, F, and G are due to the collection of materials for construction purposes. There was a decrease under classes B and C, chiefly owing to the issue of blocks, steam hoists, pumps, portable engines, anvils, etc., from old stock.

Of the metre gauge state lines worked by companies, the balances of the following railways show increases during 1897 to the extent noted against each :

	Increase in the stores balance.	Increase in the amount under adjustment.	Total increase.
	₹	₹	₹
Assam-Bengal	4,89,098	1,41,985	6,31,083
Burma (including Mandalay-Kunlon)	13,33,226	4,500	13,37,726

The increases in the stores balances of the Assam-Bengal railway were under:

	₹
Class D.—Permanent way	7,16,754
,; G.—Tools and stores	3,23,697

but the balances chiefly represent the value of stores which have been obtained for construction of the railway.

The increase in the balance of stores of the Burma railways is chiefly due to the increase of the Mandalay-Kunlon railway balance, for which line large quantities of stores were received during the year for construction purposes and only a small portion of which was issued to works up to the 31st December 1897.

On the Rajputana-Malwa railway, there was a further reduction in the stores balances at the close of 1897, to the extent of ₹10,37,605. The balances of the South Indian and Southern Mahratta railways were also reduced during the year, to the extent of about three lakhs of rupees on the former, and a little over a lakh of rupees on the latter line.

State lines worked by the State (standard and metre gauges).

The net result of the working of the stores departments during the year 1897 of the State lines worked by the State shows a reduction in the stores balance to the extent of ₹9,30,140. The principal decreases occurred on the following railways to the extent noted below:

	Decrease in the stores balance.	Decrease or increase in the amount under adjustment.	Total decrease.
	₹	₹	₹
North Western (including Wazirabad-Lyallpur)	15,53,905	—*88,902*	14,65,003
Oudh and Rohilkhand (including Cawnpore-Burhwal metre gauge link)	5,47,185	26,234	5,73,419

The decrease in the stores balance of the North Western State railway occurred under all classes, except class B—Engineer's plant, in which an increase of ₹87,643 occurred on account of certain second-hand materials for Sullivan's staging and other minor items having been added to this class of stores.

The stores balances of the Oudh and Rohilkhund State railway were chiefly reduced under classes D and E to the extent noted below:

	₹
Class D, from stores with Store-keeper	76,287
„ D, „ „ with Divisional Engineers	2,02,365
„ E, „ rolling stock	1,85,819

There were also minor decreases under other classes.

The balance under rolling stock includes a very small amount of second-hand stores.

The balances of the Mushkaf-Bolan, East Coast, and Bezwada-Madras State railways were also reduced during the year 1897.

The balances of the following State railways worked by State agency show increase during 1897 to the extent noted below:

	Increase in the stores balance.	Increase or decrease in the amount under adjustment.	Total increase.
	₹	₹	₹
Eastern Bengal (including metre gauge sections)	3,63,896	—*19,012*	3,44,884
Rae Bareli-Benares	6,44,808	2,854	6,47,662
Mari-Attock	4,45,730	79,401	5,25,131

The principal increases in stores balances of the Eastern Bengal State railway were under classes D, E and G (*b*) 4. The increase under permanent way is due to a large quantity of new materials having been received during the year 1897, of which it is said that a large quantity will certainly be issued, and that in any case no materials will be available for transfer. The increase under rolling stock is principally due to certain engine boilers having been received in February and July 1897, and kept in stores as spare to serve as relieving boilers in case of engines coming in for heavy repairs.

The balances of the Rae Bareli-Benares State railway at the end of 1897 show an increase under the following heads, to the extent noted against each:

	₹
Permanent way	5,41,458
Station materials	1,79,063

but a large portion of the stock under these classes of stores has subsequently been issued.

The increases in the stores balances of the Mari-Attock State railway during the year 1897 were under all classes of stores, except workshop machinery, and were due to the large receipts during the year, of which it is hoped that the balances will be considerably reduced during the current year by issues to works.

Lines owned by Guaranteed Companies (standard gauge).

Of the guaranteed railways, the stores balances of the Great Indian Peninsula railway only were slightly increased during the year 1897, *viz.*, to the extent of ₹1,05,171, including the amount under adjustment. The increase was only in the amount under adjustment, the actual stores balance having been reduced by ₹2,59,624 during the year. The decreases on the Bombay, Baroda and Central India and Madras railways during 1897 amounted to ₹92,801 and ₹1,60,904, respectively.

Lines owned by Assisted Companies (standard and metre gauges).

There was no change in the total of the stores balances of the railways owned by assisted companies during 1897. The stores balances (including amounts under adjustment) of the standard gauge lines show an increase of ₹5,32,331, but those of the metre gauge lines were reduced by ₹5,27,875. The increases under standard gauge lines are principally due to an amount of ₹7,73,023 having been added to the stores suspense account of the South Behar railway and the stores balance of the Tapti Valley railway having been increased to the extent of ₹9,51,790. The balances of the Southern Punjab and Ahmedabad Parantij railways were reduced by ₹11,90,488 and ₹5,37,593, respectively.

Lines owned by Native States (standard and metre gauges).

The stores balances of the lines owned by Native States show an increase of ₹23,06,575 during the year 1897. The stores balances of the following railways show considerable increase, to the extent noted below:

	Increase in the stores balance.	Increase in the amount under adjustment.	Total increase.
	₹	₹	₹
Goona-Bara	9,23,233	4,14,616	13,37,849
Jodhpore-Bickaneer (including North Bickaneer)	1,39,232	8,61,182	10,00,414

A large quantity of materials was obtained for the Goona-Bara railway for construction purposes during the year, and there was a sum of ₹8,61,182 under adjustment on the Jodhpore-Bickaneer railway on the 31st December 1897.

STATEMENT No. 1.

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1897.	Receipts during the year.	Issues during the year.	Balance in		
					A	B	C
					Bridgework.	Engineers' plant.	Workshop machinery.
		₹	₹	₹	₹	₹	₹
	STANDARD GAUGE.						
	State lines worked by Companies.						
I	East Indian	74,06,345	1,88,02,255	1,71,46,635	...	...	...
II	Bengal-Central	1,23,415	12,79,436	11,27,142	2,826	14,878	811
III	Bengal-Nágpur	18,12,164	8,37,809	10,12,154	32,688	12,115	8,802
IV	Indian Midland	11,60,033	27,16,252	24,08,934	11,543	2,263	13,794
V	Bhopal-Itársi (British section)	There are no separate stores transactions for this section.					
VI	Godhra-Rutlam-Nágdá	There are no separate stores transactions for this line.*					
VII	Wardha Coal	There are no stores transactions for this line.					
VIII	Dhond-Manmád	12,072	...	...	...	...	...
IX	Bezwada extension (East Coast State)	There are no stores on these lines.					
X	Madras-Ennúr section (Bezwada-Madras)						
	(Under construction.)						
	Bengal-Nágpur extensions	23,06,070	92,95,917	56,86,212	10,75,527	83,607	4,993
	Total	1,28,20,099	3,29,31,669	2,73,81,077	...	...	...
	State lines worked by the State.						
XI	North-Western	1,08,81,213	1,28,64,202	1,44,18,107	4,45,534	1,59,246	24,243
	Mushkaf-Bolan	2,38,971	60,535	2,99,506	...	...	...
	Kotri-Rohri	75,446	14,12,605	14,68,755	4,594	858	103
XII	Hyderabad-Shadipalli	There are no separate stores transactions for this line.					
XIII	Oudh and Rohilkhand	23,82,768	37,43,659	42,60,415	13,894	22,346	4,091
XIV	Eastern Bengal	23,65,782	72,91,004	69,27,108	53,975	26,831	29,084
XV	Calcutta Port Commissioners'	Statement of stores transactions not received.					
XVI	East Coast	16,90,661†	14,94,809	17,49,689	40,650	1,04,229	11,748
	(Under construction.)						
XVII	Bezwada-Madras (Ennúr-Bezwada section)	29,09,096	46,74,375	57,65,020	3,05,195	17,347	3,234
	Mári-Attock	7,58,781	18,27,033	13,81,303	3,58,801	24,218	2,034
	Lyallpur-Khenewal	There were no stores on this line on 31st December 1897.					
	Rae Bareli-Benares	5,19,142	33,24,536	26,79,728	352	1,369	48
	Indus Bridge at Kotri	90,905‡	3,31,797	2,75,365	687	83,542	19,073
	Godavari bridge	...	3,00,277	...	3,00,277	...	...
	Total	2,19,12,765	3,73,24,832	3,92,24,996	...	...	...
	Carried over	3,47,32,864	7,02,56,501	6,66,06,073	...	...	...

No. 1.

and metre gauge railways during 1897.

HAND ON THE 31ST DECEMBER 1897.				TOTAL BALANCE ON THE 31ST DECEMBER 1897.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1897.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
₹	₹	₹	₹	₹	₹	₹		
...	...	...	...	90,61,965	19,92,580	1,10,54,545	I	
1,53,885	37,416	21,517	44,376	2,75,709	304	2,76,013	II	
5,77,272	5,58,217	96,137	3,52,588	16,37,819	2,92,928	19,30,747	III	
7,06,117	3,48,676	96,682	2,88,276	14,67,351	21,84,424	36,51,775	IV	
							V	
							VI	*The transactions for this line are included in the figures for the Rajputana-Malwa railway.
							VII	
...	...	12,072	...	12,072	...	12,072	VIII	
							IX	
							X	
40,73,034	10,598	3,34,794	3,33,222	59,15,775	4,91,866	64,07,641		
...	...	...	...	1,83,70,691	49,62,102	2,33,32,793		
40,19,137	15,07,844	2,23,992	29,47,312	93,27,308	—3,28,801	89,98,507	XI	
...	...	...	...	...	...	...		
4,542	8	2,002	7,189	19,296	—11,273	8,023		
							XII	
5,32,847	3,23,047	54,472	9,15,315	18,66,012	—30,368	18,35,644	XIII	
10,78,856	7,81,378	60,202	6,99,352	27,29,678	—64,366	26,65,312	XIV	
							XV	
4,38,955	2,71,238	72,452	4,96,509	14,35,781	1,30,211	15,65,992	XVI	†The difference of ₹12,613 between the opening balance of 1897 and the closing balance of 1896 as regards "balance of stores in hand" is due to the differences under "amounts under adjustment" having been distributed over the several classes of stores.
12,80,931	...	1,61,858	49,886	18,18,451	10,01,967	28,20,418	XVII	
5,19,594	689	58,335	2,80,840	12,04,511	65,198	12,69,709		
9,56,016	7,408	1,89,856	8,901	11,63,950	5,149	11,69,099		
4,163	12	5,575	34,285	1,47,337	32,413	1,79,750		‡The difference of ₹75,446 between this figure and the amount ₹1,66,351 shown as the closing balance of the Kotri-Rohri Railway for 1896, represents the stores belonging to the Rahuki-Rohri section of Kotri-Rohri State railway which has since been made over to the North-Western railway.
...	...	...	...	3,00,277	...	3,00,277		
...	...	...	...	2,00,12,601	8,00,130	2,08,12,731		
....	...	...	...	3,83,83,292	57,62,232	4,41,45,524		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1897.	Receipts during the year.	Issues during the year.	Balance in		
					A	B	C
					Bridgework.	Engineers' plant.	Workshop machinery.
		₹	₹	₹	₹	₹	₹
	Brought forward .	3,47,32,864	7,02,56,501	6,66,06,073			
	STANDARD GAUGE—*concld.*						
	Lines worked by Guaranteed Companies.						
XVIII	Great Indian Peninsula . .	38,60,854	76,45,997	79,05,621			
XIX	Bombay, Baroda and Central India	31,82,717	60,01,808	59,38,340	5,50,753	54,067	93,998
XX	Madras	24,32,687	25,76,383	26,86,027	56,702	...	21,765
	TOTAL .	94,76,258	1,62,24,188	1,65,29,988	...	...	...
	Assisted Companies.						
XXI	Delhi-Umballa-Kalka . .	There were no stores balances on this line on 31st December 1897.*					
XXII	Tarkessur	There are no stores on this railway.					
XXIII	Southern Punjab (Delhi-Samásata)	13,40,243	40,79,114	53,19,585	1,490	1,149	181
	(*Under construction.*)						
XXIV	South Behar (Luckeeserai-Gya)						
XXV	Hardwar-Dehra . . .	There is no separate stores account for this line.					
XXVI	Tápti Valley	27	14,25,717	11,49,867	53,593	...	...
	TOTAL	13,40,270	55,04,831	64,69,452	...	...	...
	Lines owned by Native States and worked by Companies.						
XXVII	Khámgaon	453	...	453	...	...	...
XXVIII	Amráoti	6,387	...	...	...	...	...
XXIX	Bína-Goona	There are no separate stores transactions for this line.					
XXX	Bhopal-Ujjain . . .	Included in the stores transactions of the Indian Midland railway.					
XXXI	Bhopal-Itársi (Native State section)	There is no separate stores account for this line.					
XXXII	The Nizam's Guaranteed State	5,50,826	11,40,718	11,02,734	1,13,202	15,703	4,781
XXXIII	Nágdá-Ujjain . . .	There are no separate stores transactions for this line.†					
XXXIV	The Gaekwar's Petlád .	Exempted from submitting the statement of stores transactions.					
XXXV	Kolar Gold-fields . .						
	(*Under construction.*)						
	Goona-Bara	148	11,32,782	2,09,549	2,900	5,237	211
	TOTAL .	5,57,814	22,73,500	13,12,736	...	...	...
	Lines owned by Native States and worked by State railway agency.						
XXXVI	Rájpura-Bhátinda . . .	8,765	—1,502	6,160	...	5	...
XXXVII	Jammu and Kashmir (Native State section) . . .	There are no stores on this section.					
	(*Under construction.*)						
XXXVIII	Ludhiana-Dhuri Jakhal . .	Commencement of work not yet authorized.					
	TOTAL .	8,765	—1,502	6,160	...	...	...
	TOTAL STANDARD GAUGE carried over	4,61,15,971	9,42,57,518	9,09,24,409	...	...	...

No. 1—*contd.*

and metre gauge railways during 1897.

HAND ON THE 31ST DECEMBER 1897.				TOTAL BALANCE ON THE 31ST DECEMBER 1897.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1897.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
₹	₹	₹	₹	₹	₹	₹		
				3,83,83,292	57,62,232	4,41,45,524		
				36,01,230	4,24,122	40,25,352	XVIII	
6,62,220	6,40,892	52,511	11,91,744	32,46,185	3,95,000	36,41,185	XIX	
6,05,407	19,577	22,196	15,97,396	23,23,043	78,871	24,01,914	XX	
...	...	...	...	91,70,458	8,97,993	1,00,68,451		
							XXI	*The balance at the close of 1896, *viz.*, ₹1,994, was disposed of during 1897.
							XXII	
48,054	117	7,308	41,473	99,772	1,35,808	2,35,580	XXIII	
					7,73,023	7,73,023	XXIV	
							XXV	
1,86,367	...	11,547	24,370	2,75,877	6,76,340	9,52,217	XXVI	
...	...	...	...	3,75,649	15,85,171	19,60,820		
...	...	...	...	...	...	...	XXVII	
6,387	...	...	...	6,387	...	6,387	XXVIII	
							XXIX	
							XXX	
							XXXI	
97,227	1,56,994	27,502	1,73,401	5,88,810	...	5,88,810	XXXII	
							XXXIII	†The stores remaining surplus on completion of the line having been taken over by the Rajputana-Malwa railway.
							XXXIV	
							XXXV	
8,67,057	...	36,301	11,675	9,23,381	4,14,616	13,37,997		
...	...	...	...	15,18,578	4,14,616	19,33,194		
12	...	1,065	21	1,103	8	1,111	XXXVI	
							XXXVII	
							XXXVIII	
...	...	...	...	1,103	8	1,111		
...	...	...	...	4,94,49,080	86,60,020	5,81,09,100		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1897.	Receipts during the year.	Issues during the year.	Balance in A — Bridgework.	Balance in B — Engineers' plant.	Balance in C — Workshop machinery.
	Brought forward (standard gauge) . . .	₹ 4,61,15,971	₹ 9,42,57,518	₹ 9,09,24,409	₹	₹	₹
	METRE GAUGE. State lines worked by Companies.						
XXXIX	Bengal and North-Western—Tirhoot section . . .	5,50,839	15,01,275	14,87,845	10,074	5,668	3,726
	Company's section . .						
XL	Lucknow-Bareilly section (Rohilkund and Kumaon) . .	1,96,113	2,42,283	2,01,061	354	1,955	2,341
XLI	Rajputana-Malwa . . .	42,31,089	38,46,955	49,67,803	24,499	27,669	31,082
XLII	Pálanpur-Deesa . . .	Included in the stores transactions of the Rajputana-Malwa railway.					
XLIII	Southern Mahratta . .	20,66,144	16,97,086	18,09,407	1,066	25,075	15,059
XLIV	Guntakal-Mysore frontier .	There are no separate stores transactions for this line.					
XLV	Mysore section (Southern Mahratta)	Included in the stores transactions of the Southern Mahratta railway.					
XLVI	South Indian	26,23,968	27,58,736	29,35,719	35,111	55,004	8,442
XLVII	Máyavaram-Mutupet . .	There are no stores on this line.					
XLVIII	Assam-Bengal	50,82,451	40,99,678	36,10,580	8,88,315	2,25,417	1,83,003
XLIX	Burma	13,96,157	19,78,956	18,57,900	99,651	75,795	19,712
	(Under construction) Mandala - Kunlon	2,27,022	18,79,787	6,67,616	93,194	69,068	1,260
	TOTAL .	1,63,73,783	1,80,04,756	1,75,37,931	...	...	...
	State lines worked by the State.						
L	Eastern Bengal—Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) . . . Dacca section . . .	Included in the stores transactions of the standard gauge section.					
LI	Cawnpore-Burhwal (metre gauge link)	Included in the stores transactions of the Oudh and Rohilkhund Railway.					
LII	(*Under construction.*) Shadipalli-Balotra (British section)	There were no stores transactions on this line during 1897.					
	TOTAL .	...	...	...	...	...	...
	Assisted Companies.						
LIII	Deoghur	1,617	5,152	5,007	...	...	...
LIV	Rohilkhund and Kumaon (Company's section) . . .	There are no separate stores transactions for this section.					
LV	Bengal-Dooars . . .	55,894	60,196	71,865	33	3,357	113
LVI	Dibru-Sadiya . . .	Exempted from submitting the statement of stores transactions.					
LVII	Ledo and Tikak-Margherita colliery						
LVIII	Amedabad-Parántiz . .	39,421	6,52,908	6,70,191	...	...	...
	TOTAL .	96,932	7,18,256	7,47,063	...	...	...
	Carried over (metre gauge) .	1,64,70,715	1,87,23,012	1,82,84,994	...	...	...
	Carried over (standard gauge) .	4,61,15,971	9,42,57,518	9,09,24,409	...	...	...

No. 1—*contd.*

and metre gauge railways during 1897.

HAND ON THE 31ST OF DECEMBER 1897.				TOTAL BALANCE ON THE 31ST DECEMBER 1897.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1897.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
₹	₹	₹	₹	₹ 4,94,49,080	₹ 86,60,020	₹ 5,81,09,100		
61,363	2,42,926	24,207	2,16,305	5,64,269	2,071	5,66,340	XXXIX	
49,062	74,945	10,499	98,179	2,37,335	...	2,37,335	XL	Includes the stores transactions of the Rohilkund and Kumaon section also.
7,23,865	8,70,125	1,86,057	12,46,944	31,10,241	1,63,823	32,74,064	XLI	Includes the stores transactions of the Godhra-Rutlam Nagda and Nagda-Ujjain railways.
							XLII	
2,91,706	7,17,509	85,644	8,17,764	19,53,823	6,309	19,60,132	XLIII	In addition to this the balance of stores on the Bangalore-Hindupore section amounted to ₹3,206 on 31st December 1897.
							XLIV	
							XLV	
6,43,489	4,88,038	1,24,794	10,92,107	24,46,985	—56,003	23,90,982	XLVI	
							XLVII	
27,31,575	4,44,787	2,49,064	8,49,388	55,71,549	3,54,709	59,26,258	XLVIII	
2,32,615	2,50,852	1,70,691	6,67,857	15,17,213	7,380	15,24,593	XLIX	
9,81,321	862	1,11,005	1,82,483	14,39,193	8,296	14,47,489		
				1,68,40,608	4,86,585	1,73,27,193		
							L	
							LI	
							LII	
				...	...	...		
658	212	...	892	1,762	...	1,762	LIII	
							LIV	
5,275	22,277	677	12,493	44,225	...	44,225	LV	
							LVI	
							LVII	
22,138	...	...	...	22,138	970	23,108	LVIII	
				68,125	970	69,095		
				1,69,08,733	4,87,555	1,73,96,288		
				4,94,49,080	86,60,020	5,81,09,100		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1897.	Receipts during the year.	Issues during the year.	Balance in A Bridgework.	Balance in B Engineers' plant.	Balance in C Workshop machinery.
	Brought forward (standard gauge)	₹ 4,61,15,971	₹ 9,42,57,518	₹ 9,09,24,409	₹ ...	₹ ...	₹ ...
	Brought forward (metre gauge)	1,64,70,715	1,87,23,012	1,82,84,994	...	...	...
	METRE GAUGE—*concld.*						
	Assisted Companies—*concld.*						
	(*Under construction.*)						
LIX	Brahmaputra-Sultanpur	There were no stores transactions on this line during 1897.					
LX	Mymensingh-Jamalpur-Jagannathganj	...	48,469	37,957	5,370	...	...
LXI	Segowlie-Raksaul	There are no separate stores transactions for this line.					
LXII	Nílgiri	Exempted from submitting the statement of stores transactions.					
	TOTAL	...	48,469	37,957	...	...	...
	Lines owned by Native States and worked by Companies.						
LXIII	The Gaekwar's Mehsána	Exempted from submitting the statement of stores transactions.					
LXIV	Kolhápur						
LXV	Yesvantpur-Mysore frontier	Included in the stores transactions of the Southern Mahratta railway.					
LXVI	Mysore-Nanjangúd						
	(*Under construction.*)						
LXVII	Birur-Shimoga	*2,49,425	19,806	10,543	...	5,158	483
LXVIII	Hyderabad-Gódávari Valley	There were no stores on this line on 31st December 1897.					
	TOTAL	2,49,425	19,806	10,543	...	...	...
	Lines owned and worked by Native States.						
LXIX	Jodhpore-Bickaneer—						
	Jodhpore section	1,31,380	1,64,886	1,77,833	118	...	...
	Bickaneer section						
LXX	Oodeypore-Chitor	2,63,246	7,091	880	...	225	3,596
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	2,64,834	8,30,256	8,09,601	1,438	15,196	2,131
LXXII	Jetalsar-Rájkot	No separate stores accounts are maintained for these lines.					
LXXIII	Jámnagar						
	(*Under construction.*)						
LXXIV	Jeypore	There were no stores transactions on these lines during 1897.					
LXXV	Dhrangadhra						
	North Bickaneer (Bickaneer-Bhatinda)	499	6,30,067	4,78,387	...	1,367	...
	TOTAL	6,59,959	16,32,300	14,66,701	...	...	...
	TOTAL METRE GAUGE	1,73,80,099	2,04,23,587	1,98,00,195	...	...	...
	GRAND TOTAL	6,34,96,070	11,46,81,105	11,07,24,604	...	...	...

No. 1—*concld.*

and metre gauge railways during 1897.

HAND ON THE 31ST OF DECEMBER 1897.				TOTAL BALANCE ON THE 31ST DECEMBER 1897.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1897.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
℟	℟	℟	℟	℟	℟	℟		
...	...	...	...	4,94,49,080	86,60,020	5,81,09,100		
...	...	...	...	1,69,08,733	4,87,555	1,73,96,288		
							LIX	
5,142	...	...	...	10,512	10,730	21,242	LX	
							LXI	
							LXII	
...	...	...	...	10,512	10,730	21,242		
							LXIII LXIV	
							LXV LXVI	
2,39,252	...	1,115	12,680	2,58,688	...	2,58,688	LXVII LXVIII	* No statement of stores transactions was received for 1896.
...	...	...	...	2,58,688	...	2,58,688		
68,193	9,763	425	39,934	1,18,433	8,61,182	9,79,615	LXIX	Ditto.
11,250	2,30,416	9,650	14,320	2,69,457	...	2,69,457	LXX	
80,144	58,000	7,840	1,20,740	2,85,489	...	2,85,489	LXXI	
							LXXII LXXIII	
							LXXIV LXXV	
1,49,881	...	...	992	1,52,179	...	1,52,179		
...	...	...	...	8,25,558	8,61,182	16,86,740		
...	...	...	...	1,80,03,491	13,59,467	1,93,62,958		
...	...	...	...	6,74,52,571	1,00,19,487	7,74,72,058		

Miscellaneous.

East Indian Railway (standard gauge).

22. The following statement shows the total quantity of oils manufactured in the company's oil mills at Manauri during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1896.	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil . .	35,397½	25,670	13 3 0·52	33,766¼	31,540	17 9 10·31
Linseed, boiled „ . .	399	417	27 1 5·25	478¾	505	21 15 6·52
„ raw „ . .	1,653¾	1,279	23 15 7·84	1,258¾	1,388	20 14 9·94

The following statement shows the consumption of oils purchased during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Kerosine oil . . .	5,268	6,156	10 2 7·25	8,439	8,027	8 4 2
Mineral „ . . .	896	683	8 12 11·6	5,618½	4,107½	9 3 8

Bengal Central Railway (standard gauge).

23. There was no oil-mill of its own maintained by the railway.

The following statement shows the consumption of oils purchased, etc., during 1897:

Description.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.
Castor oil	654	549	18 14 4
Mineral „	638	618	7 10 0
Kerosine „	286	192	7 14 1

Bengal-Nagpur Railway (standard gauge).

24. The following statement shows the consumption of oils purchased during 1897, as compared with the previous year.

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil . Ordinary .	2,843·520	3,040·831	17 4 3	3,268·802	2,948·929	18 15 3
Castor oil . Refined .	1,665·330	1,646·794	17 14 6	2,146·194	1,543·502	19 5 6
Linseed „ . Raw . .	107·044	93·506	23 14 5	128·000	111·250	22 10 2
Linseed „ . Boiled .	78·758	90·476	24 12 9	136·053	133·334	23 12 9
Mineral „ . . .	1,619·517	1,775·991	8 7 3	1,054·759	1,149·285	8 7 6
Kerosine „ . . .	1,421·955	1,446·093	11 0 6	1,395·901	1,314·689	11 8 3

North Western State Railway (standard gauge).

25. The following statement shows the total quantity of oils manufactured in the North Western railway oil mills at Lahore during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1896.	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil . . .	18,688	17,680	13 8 0	20,627	20,605	17 13 3
Linseed „ . . .	1,281	1,148	20 7 0	1,700	1,453	21 9 5
Mixed „ (castor and kerosine)	2,639	3,365	13 10 6	4,030	3,830	16 12 0

The increases in rates of oils manufactured in 1897 were due to the higher rates paid for seeds in consequence of famine.

The following table shows the consumption of oils purchased, etc., during 1897, as compared with the previous year:

Description.	1896.					1897.				
	Quantity in hand at beginning of the year.	Quantity purchased during the year.	Total.	Quantity consumed during the year.	Rate during 1896.	Quantity in hand at beginning of the year.	Quantity purchased during the year.	Total.	Quantity consumed during the year.	Rate during 1897.
	Gallons.	Gallons.	Gallons.	Gallons.	₹ a. p.	Gallons.	Gallons.	Gallons.	Gallons.	₹ a. p.
Kerosine oil .	60,391	287,600	347,991	131,917	0 9 10 per gallon.	216,074	10,763	2,26,837	1,25,274	0 10 0 per gallon.
	Cwt.	Cwt.	Cwt.	Cwt.	...	Cwt.	Cwt.	Cwt.	Cwt.	...
Mineral „ .	2,147	7,031	9,178	6,508	12 0 0 per cwt.	2,670	8,355	11,025	7,548	11 3 0 per cwt.

Oudh and Rohilkhand State Railway (standard gauge).

26. Canadian oil continues to be used for lubricating purposes, and ₹23,675 worth was consumed during the year.

Eastern Bengal State Railway system (standard, metre and narrow gauges).

27. There is no oil-mill on this line.

The following statement shows the consumption of oils purchased during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil . .	5,573·0	5,081·0	14 9 2	5,529	4,601	17 11 0
Linseed „ . .	791·2	638·0	23 6 8	623	677	21 13 0
Mineral „ . .	6,393·7	6,868·7	7 5 7	7,539	6,852	8 4 7
Kerosine „ .	4,285·5	3,967·7	7 12 0	4,525	4,335	8 2 2

East Coast State Railway (standard gauge).

28. The following statement shows the consumption of oils purchased during the year 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Kerosine oil . . .	876	816	12 0 2	785	844	13 1 6
Linseed „ . . .	216	236	28 13 0	57	89	25 12 4
Castor „ . . .	2,187	2,286	14 6 2	1,247	1,264	16 8 0
Vacuum axle, class A .	840	840	9 8 0	1,944	1,944	9 8 0
Cylinder oil . . .	40	40	18 10 9	60	60	18 0 0
Mineral „ (Naptha). .	1	1	127 12 0	...	...	...

Bombay, Baroda and Central India Railway (standard gauge).

29. The following statement shows the total quantity of oils manufactured in the railway company's oil mills at Sabarmati during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity manufactured.	Total quantity of manufactured oil consumed. (a)	Average cost per cwt. during 1896.	Total quantity manufactured.	Total quantity of manufactured oil consumed. (a)	Average cost per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil, lubricating .	22,275	*22,335	12 12 0	26,220	*27,644	20 0 6
„ „ burning . .	...	...	...	6,189	6,132	20 0 0
Linseed „ . . .	1,831	1,335	22 2 8	1,192	*1,403	18 13 5
Rape „ . . .	390	72	20 13 6	1,489	1,393	21 9 1
Mixed lubricating oil .	4,936	4,936	10 3 0	5,447	5,107	11 0 5
Single boiled linseed „ .	383	383	19 0 5	...	...	...

The increase in the rate of castor oil was due to a higher price paid for seeds in 1897, *viz.*, ₹7-7-4 per cwt. against ₹4-10-5 in 1896.

The decrease in the rate of linseed oil was due to a lower price paid for linseed in 1897, *viz.*, ₹5-13-0 per cwt. against ₹6-12-9 in 1896.

* Includes portion of balance of previous years. (a) Includes sales to foreign lines and private individuals.

The increase in the rate of rape oil was due partly to a higher price paid for seed and partly to a lower rate realized by the sale of cake.

The increase in the cost of mixed oil was due to the increase in the price of castor oil used in mixing.

Single boiled linseed oil was manufactured in 1896 for some special work, but it was discontinued in 1897.

Castor oil, burning, is specially introduced with a view to produce an oil with better burning properties, and is made up of pure castor oil mixed with other more liquid vegetable oils to prevent congelation.

The following statement shows the consumption of oils purchased during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1897.
			R a. p.			*R a. p.*
Cocoanut oil, coloured .	1,732 cwts.	* 1,808 cwts.	18 5 10 per cwt.	1,547 cwt.	1,448 cwts.	18 8 8 per cwt.
Kerosine „ 125° . .	42,420 gals.	37,874 gals.	0 8 9 „ gal.	40,400 gals.	* 44,140 gals.	0 7 8 „ gal.
„ 150° . .	738 „	592 „	0 10 9 „ „	2,320 „	* 2,342 „	0 11 4 „
Petroleum „ . .	6,677 cwts.	5,962 cwts.	7 6 0 „ cwt.	5,729 cwt.	*6,463 cwts.	6 12 6 „ cwt.

Madras Railway (standard gauge).

30. The following statement shows the consumption of oils purchased, etc., during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.
	Cwt.	Cwt.	*R a. p.*	Cwt.	Cwt.	*R a. p.*
Castor oil . .	3,445	3,580	14 6 1	3,418	3,419	16 5 8
Linseed „ .	284	585	22 9 8	139	335	22 4 8
Mineral „ . .	...	...	...	...	...	...
Kerosine „ .	5,673	5,564	7 6 6	5,845	6,008	8 3 9

Bengal and North-Western Railway and Tirhoot State Railway (metre gauge).

31. The following statement shows the consumption of oils purchased, etc., during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897
	Cwt.	Cwt.	*R a. p.*	Cwt.	Cwt.	*R a. p.*
Castor oil .	2,273	2,232	14 14 0	3,098	3,111	16 9 5
Linseed „ .	569	491	23 15 0	384	472	20 12 10
Mineral „ .	1,780	2,051	8 3 0	2,407	2,384	8 7 7
Kerosine „ .	1,849	1,886	8 14 0	2,542	2,147	9 1 4

* Includes stock of previous years.

Rajputana-Malwa Railway (metre gauge).

32. The following statement shows the consumption of oils purchased, etc., during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1897.
			₹ a. p.			₹ a. p.
Castor oil . .	324 tons.	*329 tons.	13 7 7 per cwt.	406 tons.	374 tons.	14 12 2 per cwt.
Linseed ,, (boiled)	3,069 galls.	*3,371 gallons.	11 4 1 per gal.	2,630 gals.	*2,933 gals.	1 12 2 ,, gal.
,, ,, (raw) .	2,400 ,,	*2,413 ,,	2 4 9 ,, ,,	2,350 ,,	*2,891 ,,	1 12 0 ,, ,,
Mixed ,, . .	169 tons.	*171 tons.	9 13 8 ,, cwt.	135 tons.	*141 tons.	10 10 11 ,, cwt.
Kerosine ,, . .	60,400 galls.	59,254 gallons.	0 9 6 ,, gal.	67,016 gals.	60,946 gallons.	0 8 6 ,, gal.
Cocoanut ,, . .	...	*14 cwt.	17 10 1 ,, cwt.	...	*1 ton.	18 2 0 ,, cwt.
Petroleum . .	143 tons.	*146 tons.	7 11 7 ,, ,,	121 tons.	*127 tons.	8 3 0 ,, ,,

Southern Mahratta Railway (metre gauge).

33. The company have no oil manufactory. The following statement shows the consumption of oils *purchased* during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Quantity purchased.	Quantity issued.	Rate per cwt.	Quantity purchased.	Quantity issued.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Oil, Axle	191	...	8 12 9	2,092	1,919	8 12 5
,, Castor . . .	840	694	14 0 0	661	649	16 3 6
,, Cocoanut . . .	4,862	4,194	19 2 7	3,709	3,818	19 14 7
,, Engine cleaning . .	...	6	13 0 0	...	...	...
,, Kerosine . . .	3,751	3,543	11 10 5	3,147	3,375	11 1 0
,, Lubricating cylinder .	285	139	15 9 9	68	205	12 2 5
,, ,, Mineral .	2,289	2,614	8 13 0	...	713	8 13 0
,, Linseed . . .	469	393	22 1 5	390	397	22 10 0

South Indian Railway (metre gauge).

34. The following statement shows the consumption of oils purchased, etc., during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil . . .	2,320	2,320	14 9 4	3,025	2,755	18 5 8
Cocoanut ,, . . .	4,567	4,474	19 0 8	4,902	4,902	18 13 5
Kerosine ,, . . .	2,099	2,077	7 14 1	2,166	2,166	8 4 3
Lubricating ,, . . .	1,406	1,163	9 12 6	1,112	1,112	9 0 5
Non-corrosive cylinder oil .	591	449	14 4 7	...	...	...
Linseed oil . . .	349	349	28 10 11	588	402	25 15 5

* Includes stock of previous years.

Assam Bengal Railway (metre gauge).

35. The following statement shows the consumption of oil purchased, etc., during 1897, as compared with the previous year:

Description of oil.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Oil, Castor	700	680	19 10 4	755	646	20 0 0
„ Cocoanut	38	99	22 12 2	46	56	23 0 0
„ Kerosine	543	424	8 0 2	463	394	7 12 0
„ Rangoon	222	287	9 6 3	537	680	5 5 0
„ Linseed, raw	62	83	26 1 9	34	11	25 0 0
„ „ boiled	104	178	30 14 2	49	54	28 0 0
„ Mineral other than Rangoon	497	425	15 6 6	800	589	14 8 0

Burma Railways (metre gauge).

36. The following statement shows the issues of oils purchased, etc., during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil issued.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of purchased oil issued.	Rate per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Oil, Castor	1,474	1,361	15 8 10	1,869	1,690	20 11 4
„ Cocoanut	1,923	1,595	20 3 6	1,266	1,513	20 2 11
„ Linseed, raw and boiled	46	48	26 3 0	108	107	23 6 4
„ Kerosine	1,941	1,743	9 6 9	1,650	1,740	7 14 4
„ Petroleum lamp	854	905	12 11 8	1,333	1,050	12 11 8
„ „ cylinder	431	371	12 0 10	540	469	11 6 9
„ „ axle, heavy	4,188	4,184	7 0 0	4,044	4,077	7 0 0
„ „ engine cleaning	312	312	4 3 11	824	766	4 3 11
„ Earth, crude	1,127	1,134	3 0 5	945	965	3 0 5

Rohilkand and Kumaon Railway, including Lucknow-Bareilly Railway (metre gauge).

37. Castor oil is used for lighting and castor oil with an admixture of axle oil for lubricating the coaching and goods vehicles.

The following statement shows the consumption of oils purchased during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased	Total quantity of oil consumed.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of oil consumed.	Rate per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	804	847	14 10 0	809	785	16 4 0
Linseed „	47	48	25 12 0	32	35	23 10 0
Axle „	184	85	8 0 0	100	149	8 12 0
Kerosine „	258	252	9 5 0	289	255	9 0 0

Bengal Dooars Railway (metre gauge).

38. There are no railway oil-mills on this line.

The following statement shows the consumption of oils purchased during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil . .	36·16	35·25	31 8 0	79·67	81	29 7 0
Linseed „ . .	4·57	4·5	33 0 0	...	4·55	33 1 0
Mineral „ . .	37·8	37·8	10 6 0	...	...	...
Kerosine „ . .	38·67	38·92	9 0 0	30·47	39·37	9 4 0

Dibru Sadiya Railway (metre gauge).

39. The railway has no oil-mills of its own. The oils were purchased from the Refinery Co., Margherita, Assam, and from Calcutta.

The following statement shows the consumption of oils purchased during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil . .	643	637	18 3 6	518	475	18 0 0
Linseed „ . .	31	25	30 6 0	29	28	27 13 0
Mineral „ . .	10	3	5 8 0	4	4	5 8 0
Kerosine „ . .	69	41	11 12 0	58	55	8 1 3

Bhavnagar-Gondal-Junagad-Porbandar Railway, including Jetalsar-Rajkot and Jamnagar Railways (metre gauge).

40. The following statement shows the consumption of oils purchased during 1897, as compared with the previous year:

Description.	1896.			1897.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1896.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil .	694	702	13 14 0	448	434	18 1 0
Cocoanut „	605	596	19 4 0	614	599	19 13 0
Kerosine „ .	291	295	7 7 0	306	295	7 12 3
Linseed „ .	85	82	29 15 0	76	77	26 4 0

Fuel consumption.

41. Particulars of the fuel consumption on railways will be found in chapter XI, pages 178 to 187, Part I of the Administration Report.

CHAPTER II.

CAPITAL.

The following paragraphs detail the capital transactions of the standard and metre gauge railways during the year 1897:

East Indian Railway (standard gauge).

2. The following is a brief statement of the capital transactions of the East Indian railway as recorded in the Finance and Revenue Accounts of the Empire; further details will be found in Chapter II, pages 30 and 31, of the Administration Report, Part II, for 1890-91.

The figures do not represent the actual money expended in constructing the line, but the capital expenditure incurred by the State in the purchase of the line and subsequent additions.

The Government took over the railway at a valuation of £37,200,000 made up thus:

	£
Sum actually raised, £26,200,000, and consolidated into the capital stock of the Company, taken over at a commuted value of £125 for every £100 of capital stock, the par value of which on the purchase became	32,750,000
Debentures and debenture stock taken over as State debt .	4,450,000
	37,200,000

At the end of 1897 commuted capital stock and debentures and debenture stock to the extent of £11,749,156 had been paid for by the State by the creation of a "Debt" of £12,032,765+Rx. 10,675, the amount of which was transferred in the Finance and Revenue Accounts in the year concerned to "Debt incurred for Productive Public Works," and has been so recorded against the capital account of the East Indian railway.

The *balance of the commuted capital* remains to be discharged by the payment of an annuity of £850,538, which is exclusive of the deferred annuity.

The annuity of £850,538, which is discharging commuted capital to the extent of £18,900,844, is exclusive of the deferred annuity on the commuted capital amounting to £6,550,000.

Since the purchase of the line, 1st January 1880, the capital transactions of the East Indian railway to the 31st December 1897 stand as follows:

	R	£	*Rx.*
Debt incurred in, or created for, the purchase of the line . .	...	12,032,765 +	10,675
Capital outlay incurred since purchase of line—			
Overdrawn capital to the 31st December 1879	26,45,269		
Capital outlay on final heads .	5,60,52,076		
Carried over .	5,86,97,345	12,032,765 +	10,675

		₹	£	Rx.
Brought forward	.	5,86,97,345	12,032,765 +	10,675
Capital stores suspense		1,11,01,534		
		6,97,98,879		
Deduct—Value of stores, cash deposits, etc., received from the Company on purchase of the line	₹ 84,87,507			
„ Sale proceeds of surplus stores, dismantled buildings and other receipts on capital account	15,44,343			
		1,00,31,850		
		5,97,67,029		5,976,703
TOTALS	.		12,032,765 +	5,987,378

The expenditure during 1897 on final heads, including outlay on lines under construction, amounted to ₹91,78,026. The following are the principal works on which expenditure was incurred:

	₹
Electric lighting in the Howrah goods yard . . .	66,420
34 new engines	13,61,033
Additional rolling stock	11,08,552
Moghal Sarai-Gya extension	43,57,808
Lighting 400 vehicles of the coaching stock by Pintsch's system	82,493
Fitting automatic brakes to carriages	70,612
Ondál—additions and alterations	2,13,149
Howrah and Chord line districts—strengthening 28 feet girder bridges	90,712
Ondál loop—proposed assisted siding at Mongulpur for Messrs. Heilgers & Co.	84,584

The following figures show the comparison of annuity and interest charges for 1897 with net earnings:

	₹
Annuity	2,02,37,241
Interest—	
On debenture stock	15,27,014
On deferred annuity	44,97,165
On debentures paid off	14,18,674
On overdrawn capital	1,05,810
On capital, capital advance and stores accounts . .	17,68,740
TOTAL	2,95,54,644
Net earnings, *less* contribution to the Provident Fund . .	4,14,93,461
Excess of net earnings over charges for interest and annuity	1,19,38,817

The total capital outlay on the East Indian railway to the 31st December 1897, which has been adopted for statistical purposes in this report, as representing the cost of constructing the line, has been arrived at as follows:

		₹
Capital outlay by the East Indian Railway Company prior to the purchase of the line by the State		32,94,21,094
Outlay on final heads since purchase		5,60,52,076
Amount at debit of suspense		1,11,01,534
Balance of surplus stores on purchase of line		9,75,428
		39,75,50,132
Deduct—		
Outlay on the Grand Chord line survey	1,44,434	
Outlay on Moghal Sarai-Gya extension	47,17,484	
Outlay on the Delhi Station Junction works for the Delhi-Umballa-Kalka railway	1,00,573	
		49,62,491
		39,25,87,641
Deduct—		
Sale proceeds of dismantled buildings, etc.		9,13,691
Outlay on open line to the 31st December 1897		39,16,73,950

Bengal Central Railway (standard gauge).

3. The total capital of the Company on the 31st December 1897 was as follows:

	£	£	₹
Capital authorized	1,000,000		
		1,000,000	
Capital raised and advanced—			
Share Capital	500,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chap. 5	500,000		
		1,000,000	
Capital expenditure—			
On construction account		900,914	= 1,14,10,112
On stores in suspense		19,628	= 3,26,699
TOTAL		920,542	= 1,17,36,811

	£
Balance available of—	
Capital authorized	79,458
Capital raised and advanced	79,458

The expenditure during 1897 on final heads was ₹12,44,272, and was chiefly incurred on "Ballast and permanent-way" and "Rolling-stock." The following figures show the comparison of interest charges for 1897 with net earnings:

		₹
Interest on subscribed (paid up) capital at 3½ per cent. and on advance by the Secretary of State for India at 3¼ per cent.		5,36,809
Net earnings, *less* ¼ share due to the Company:		
Net earnings	4,89,686	
Less—¼ share due to the Company	1,22,421	
		3,67,265
Deficit of net earnings below interest charges		1,69,544

Bengal-Nágpur Railway (standard gauge).

4. The total capital account of the railway on the 31st December 1897 stood as under:

	£	£	R
Capital authorized—			
Open line—			
Share capital	3,000,000		
Debentures	1,625,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,760,000		
Advance by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,372	7,758,372	= 10,13,55,631
Extensions—			
Debentures	975,000		
Advances by Government in India	1,076,055	2,051,055	= 3,42,47,894
			13,56,03,525
Capital raised and advanced—			
Open line—			
Share capital	3,000,000		
Debentures at 3 per cent.	1,500,000		
Debentures at 2½ per cent.	125,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,760,000		
Advance by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,372		
Capital not bearing interest	8,025	7,766,397	= 10,14,68,968
Extensions—			
Debentures at 2½ per cent.	775,000		
Capital not bearing interest	7,103		
Advances by Government in India	1,076,055	1,858,158	= 3,12,27,270
			13,26,96,238
Capital expenditure, open line—			
On construction account			9,76,29,592
On stores in suspense			19,30,747
On advances in suspense			25,759
			9,95,86,098
Extensions from Sini to Calcutta *viâ* Midnapore and from Midnapore to Cuttack—			
On construction account			2,34,86,394
On stores in suspense			64,07,641
On advances in suspense			9,78,651
			3,08,72,686
			13,04,58,784
Balance available of—			
Capital authorized			51,44,741
Capital raised and advanced			22,37,454

The total capital outlay on final heads to the 31st December 1897 was distributed as follows:

	₹
Main line from Nágpur to Ásansol, including the branch line from Katni to Bilaspur and London establishment and other charges	9,54,99,436
Sambalpur branch—Jharsuguda to Sambalpur	20,84,448
Jherriah Coal survey	1,946
Raipur-Dhamtari survey	43,762
	9,76,29,592
Bengal-Nágpur railway extensions—Sini to Calcutta *viâ* Midnapore and from Midnapore to Cuttack	2,34,86,394
TOTAL	12,11,15,986

The expenditure during 1897 on final heads was ₹1,75,70,769.
The following are the principal works on which expenditure was incurred:

	₹
Open line—	
Re-spacing and adding additional sleepers to each rail throughout the line	1,67,427
Sini-Midnapore-Calcutta-Cuttack extensions—	
Preliminary expenses	76,378
Land	12,24,753
Formation	23,61,115
Bridgework	60,26,234
Ballast and permanent-way	61,99,629
Stations and buildings	2,48,009

The following figures show the comparison of interest charges for 1897 with net earnings:

Interest—	₹
Open line—	
On subscribed capital at 4 per cent.	19,69,888
On debentures at 3 per cent.	7,38,708
On debentures at 2½ per cent.	47,567
On capital under Act 51 *Vic.*, Chapter 5 at 3¼ per cent.	14,72,491
On advances by the Secretary of State for India for capital outlay on Katni-Umaria section at 4 per cent.	1,94,153
Sini-Midnapore-Calcutta-Cuttack extensions—	
On debentures at 2½ per cent.	2,66,811
On over draft of capital in England at 4½ per cent	332
On expenditure incurred in India to 31st December 1897 at 3½ per cent.	4,45,290
TOTAL	51,35,240
Net earnings, *less* contribution to the Provident Fund	29,79,559
Deficit of net earnings below interest charges	21,55,681

Indian Midland Railway (standard gauge).

5. There was an increase in the capital of the Company during the year of £156,285, which represents the amount advanced by the Secretary of State to meet expenditure in India on the Saugor-Katni extension, less £12,500 being the discount at 1¼ per cent. paid on renewal of debenture bonds for £1,000,000 bearing interest at 3¼ per cent., which matured on the 31st Decem-

ber 1897, and have since been renewed for three years bearing interest at 2½ per cent.

Capital authorized—	£	₹
Share capital	3,000,000	
Debentures	2,754,100	
Do. (Saugor-Katni extension)	250,000	
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	1,345,000	
	7,349,100	= 9,28,63,750
Advances by Government in India for Saugor-Katni extension	276,118	= 45,55,948
		9,74,19,698

Capital raised and advanced—	£	₹
Share capital	3 000,000	
Debentures at 3¼ per cent.	1,000,000	
,, at 3 ,,	1,000,000	
,, at 2¾ ,,	171,200	
,, at 2½ ,,	582,900	
,, at 2½ ,, (Saugor-Katni extension)	250,000	
Advances by Secretary of State at 3¼ per cent.	1,345,000	
Capital not bearing interest	4,964	
,, ,, (Saugor-Katni extension)	711	
Discount on 3½ per cent. debenture bonds	*—12,500*	
Advances by Government in India for Saugor-Katni extension	276,118	45,55,948
	7,618,393	9,73,37,224

Capital expenditure—	
On construction account	8,74,02,137
,, ,, (Saugor-Katni extension)	66,64,071
On stores in suspense	17,35,371
,, ,, (Saugor-Katni extension)	19,77,588
On advances in suspense	15,254
	9,77,94,421

Expenditure in excess of—	
Capital authorized	3,74,723
Capital raised and advanced	4,57,197

The expenditure during 1897 on final heads was ₹58,09,963.

The following are the principal works on which expenditure was incurred :

Renewal of timber sleepers with Indian Midland railway pots on Scindia section	1,13,988
Saugor-Katni extension	49,61,820
Rolling stock	7,12,259

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹	₹
Interest—		
On subscribed capital at 4 per cent.	19,69,888	
On debentures at 3½ per cent.	5,33,511	
On „ at 3 „	4,92,472	
On „ at 2¾ „	77,285	
On „ at 2½ „	3,41,817	
On advances by Secretary of State	8,33,986	
On overdrawn capital	4,933	
		42,53,892
Net earnings, *less* contribution to the Provident Fund		24,06,565
Deficit of net earnings below interest charges		18,47,327

Godhra-Rutlam-Nágdá Railway (standard gauge).

6. The total capital outlay on final heads of account to the 31st December 1897 was ₹1,74,56,261. There was no debit under the head of suspense.

The expenditure of the year on final heads was ₹89,108, and was incurred chiefly on earthwork and ballast.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	6,98,457
Net earnings, *less* contribution to the Provident Fund	3,00,292
Deficit of net earnings below interest charges	3,98,165

Wardha Coal Railway (standard gauge).

7. The total capital outlay on final heads of account to the 31st December 1897 was ₹49,96,325. There was no sum at debit of suspense.

The expenditure of the year on final heads was ₹10.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	1,99,795
Net earnings	58,531
Deficit of net earnings below interest charges	1,41,264

Dhond-Manmád Railway (standard gauge).

8. The total capital outlay on final heads of account to the 31st December 1897 was ₹1,13,94,462. The amount held in suspense was ₹12,072.

The expenditure during 1897 on final heads was ₹33,484, and was chiefly incurred on "Bridgework" and "Stations and buildings."

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	4,56,230
Net earnings	2,81,272
Deficit of net earnings below interest charges	1,74,958

Bezwada extension (East Coast State Railway) (standard gauge).

9. The total capital outlay on final heads of account to the 31st December 1897 amounted to ₹14,95,418. There was no sum at debit of suspense.

The expenditure during 1897 on final heads was ₹59,830, and was chiefly incurred on bridgework.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	58,383
Net earnings, *less* contribution to the Provident Fund	56,645
Deficit of net earnings below interest charges	1,738

Madras-Ennúr section (Bezwada-Madras Railway) (standard gauge).

10. The total capital outlay on final heads of account to the 31st December 1897 was ₹5,92,618. There was no debit under the head of suspense.

The expenditure of the year on final heads was ₹14,058.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	23,401
Net earnings, *less* contribution to the Provident Fund	23,482
Excess of net earnings over interest charges	81

North Western State Railway (standard gauge).

11. In the capital account of the North Western State railway system is included that portion of the purchase money of the Sind, Punjab and Delhi railway which was raised by the issue of India stock amounting to £4,911,621; the balance of the cost of this line is being redeemed by means of an annuity.

The Sind, Punjab and Delhi undertaking was taken over from the Company on the 1st January 1886 at a valuation of £14,009,124-8-3. On date of purchase the share capital of the Company stood at £11,075,320; there were no debentures or debenture stock. At the market rate of the day the share capital represented £14,009,124-8-3, and was acquired by Government by means of an annuity of £4-1-7·6393 per cent. on this commuted value. Government were, however, empowered to convert these annuities into India stock, and since the date of purchase £200,467-10-5 of annuities have been redeemed by the issue of £4,911,621-6-1 India 3½ per cent. stock, which represents £4,911,216-6-4 of the commuted capital redeemed. The balance of the commuted capital stock, £9,097,908-1-11, remains dischargeable by an annual payment of £371,361-3-7, which is charged to the revenue account of the line at the average rate of exchange of the year of payment.

The capital cost to the State of the North Western State railway on the 31st December 1897 is made up as follows.

	£	₹
Purchase money, Sind, Punjab and Delhi railway	14,009,124	
Overdrawn capital, Sind, Punjab and Delhi railway	...	28,70,470
Outlay on construction account from commencement of operations, and on the Sind, Punjab and Delhi section since purchase of line	...	34,97,27,770
Suspense accounts	...	98,56,666
		36,24,54,906
Deduct—		
receipts on capital account and value of assets made over by the Sind, Punjab and Delhi Railway Company	...	74,00,768
Totals	14,009,124	+35,50,54,138

The capital expenditure during 1897 on final heads of account amounted to ₹81,91,884, and was incurred chiefly on the following works:

	₹
Doubling the line from Kiámári to Kotri	18,16,408
Junction arrangements at Samàsata	1,28,472
Carriage and wagon stock for the Kotri-Rohri railway	8,57,003
Installation of Pintsch's gas, including building, lamps and fittings	1,49,467
Rolling stock for the Southern Punjab railway	18,18,830
Locomotives for the Kotri-Rohri railway	5,29,809
Special locomotives for the Mushkaf Bolan railway	2,80,034
Purchase of Robson's estate at Lahore	94,000
Refund to the Delhi-Umballa-Kalka railway of cost of certain works at Umballa Cantonment	1,21,527
Laying quarry sidings at Pái Khel	82,199
Alterations and additions to Ráwalpindi station yard	98,081

The following figures show the comparison of interest charges for 1897 with net earnings:

	Pishin section.	Sind-Sagar and Khusálgarh branches.	Main line and other branches.
	₹	₹	₹
Interest on capital at 4 per cent. on the outlay to end of 1896, and at 2 per cent. on the outlay during 1897	43,22,433	13,88,176	1,73,03,460*
Net earnings, *less* contribution to the Provident Fund	*—6,96,664*	9,14,647	1,47,60,915
Deficit of net earnings below interest charges	50,19,097	4,73,529	25,42,545

The total capital outlay on the North Western State railway to the 31st December 1897, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	₹
Outlay on final heads on the Sind, Punjab and Delhi railway up to the date of purchase of the line by the State	11,88,73,361
State outlay on the North Western State railway system	34,97,27,770
	46,86,01,131
Deduct—Receipts on capital account	25,64,117
	46,60,37,014
Amount held in suspense	98,56,666
Total outlay to the 31st December 1897 adopted for statistical purposes	47,58,93,680
Deduct—Outlay on doubling the line from Kurrachee to Kotri	53,55,410
Outlay on open line	47,05,38,270

* Including ₹90,95,191 on account of annuity for the two-half years payable on account of purchase money of the late Sind, Punjab and Delhi railway.

The approximate distribution of the outlay on final heads, *viz.* ₹46,60,37,014 shown above, between the commercial and military sections, is as follows:

	₹	₹
Commercial section—		
Main line and branches		32,33,01,495
Military section—		
Sind-Sagar and Khusálgarh branches .	3,47,98,751	
Pishin section	10,79,36,768	
		14,27,35,519

Hyderabad-Shadipalli Railway (standard gauge).

12. The total capital outlay on final heads of account to the 31st December 1897 amounted to ₹18,37,796. There was no debit under the head of suspense.

The expenditure during 1897 on final heads was ₹36,997, and was incurred mainly under "Ballast and permanent-way" and "Stations and buildings."

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	73,552
Net earnings	59,413
Deficit of net earnings below interest charges. . . .	14,139

Oudh and Rohilkhand State Railway system (standard and metre gauges).

13. The Oudh and Rohilkhand guaranteed railway was purchased by the Government on the 1st January 1889, and taken over at a valuation of £10,336,049.

On the date of purchase the capital of the Oudh and Rohilkhand Guaranteed Railway Company consisted of—

	£
Share capital	4,000,000
Debentures and debenture stock	5,300,000
TOTAL .	9,300,000

The share capital was acquired by the issue of £5,036,049, 3 per cent. India stock, and the debentures and debenture stock were taken over as State debt.

Since the purchase of the line on the 1st January 1889 to the 31st December 1897, the capital transactions of the railway, including those of the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines, which are treated as parts of the Oudh and Rohilkhand State railway system, stand as under:

	£	₹
Cost to the State on account of purchase of the Oudh and Rohilkhand guaranteed railway . . .	10,336,049	
Capital outlay on final heads since purchase of the guaranteed railway, and on the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines since the commencement of operations		1,42,95,785
Suspense account		21,19,561
		1,64,15,346
Carried over .		1,64,15,346

			₹
	Brought forward	.	1,64,15,346
Deduct—			
Undrawn capital at time of purchase of the Oudh and Rohilkhand guaranteed railway	₹ 8,41,459		
Value of stores taken over from the Oudh and Rohilkhand Guaranteed Railway Company	24,60,594		
Receipts on capital account . . .	1,75,985		
			34,78,038
Total—Oudh and Rohilkhand State railway . . .	10,336,049	+	1,29,37,308
Cawnpore-Burhwal (metre gauge link) . . .	...		22,77,567
TOTALS .	10,336,049	+	1,52,14,875

The capital expenditure during 1897 on final heads of account was ₹8,34,593.

The following are the principal works on which expenditure was incurred :

	₹
Ballasting main line from Lucknow to Saháranpur . .	1,38,142
Construction of 15 brake vans	76,138
Renewal of 28 spans of 60 feet girders between Lucknow and Bareilly	57,987
Construction of 40 third class carriages	53,017
Construction of 6 horse boxes	33,857
Extra police quarters on the line	38,839
Additional water-way—Ramganga Valley	44,486
Improving the permanent-way on the Ganges bridge at Bálawali	28,513

The following figures show the comparison of interest charges for 1897 with net earnings :

	₹
Interest	58,03,561
Net earnings, *less* contribution to the Provident Fund .	36,96,778
Deficit of net earnings below interest charges . .	21,06,783

Of the sterling debt incurred in England in connection with the purchase of the line, £10,333,148 India stock carries interest at the rate of 3 per cent. per annum and £384,700 debenture stock carries interest at 4 per cent. per annum: there is also an annual charge of £1,700 on account of a Sinking Fund. The sterling charges for interest have been converted into Indian currency at the average rates of exchange for the two half-years. On the capital outlay incurred by the State on the Oudh and Rohilkhand State railway since it was taken over from the Company, and on the capital outlay on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections, and the Cawnpore-Burhwal railway (metre gauge link), interest has been calculated at 4 per cent. per annum.

The total capital outlay on the Oudh and Rohilkhand State railway system, including the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad sections, and the Cawnpore-Burhwal railway (metre gauge link), to the 31st December 1897, *viz.*, ₹10,76,73,976, which has been adopted for statistical

purposes in this report as representing the money expended in constructing the line, has been arrived at as follows :

	₹
Expenditure incurred on final heads by the Oudh and Rohilkhand Guaranteed Railway Company to the 31st December 1888	8,91,57,048
Outlay on final heads by the State from the 1st January 1889 to the 31st December 1897 on the Oudh and Rohilkhand guaranteed railway, and from the commencement of operations to the 31st December 1897 on the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad sections	1,42,95,785
	10,34,52,833
Deduct—Receipts on capital account	1,75,985
	10,32,76,848
Amount held in suspense	21,19,561
Total outlay on the Oudh and Rohilkhand railway .	10,53,96,409
Total outlay on the Cawnpore-Burhwal (metre gauge link)	22,77,567
TOTAL .	10,76,73,976

Eastern Bengal State Railway system (standard, metre and special gauges).

14. In the capital account of the Eastern Bengal State railway system is included £1,569,784, which represents that portion of the cost of the Eastern Bengal railway purchased from the Company which was raised by the creation of a specific debt. The remainder of the liability is being redeemed by annuities.

The Eastern Bengal railway was purchased by Government on the 1st July 1884 at a valuation of £4,415,574-17-5.

On date of purchase the capital of the Company consisted of—

	£
Share capital	2,255,480
Debentures	612,350
Debenture stock	411,308
TOTAL .	3,279,138

This is exclusive of capital not bearing interest amounting to £2,290.

Under the Purchase Act the share capital of the Company, amounting to £2,255,480, was taken over by Government at a commuted value of £150-7-8·54 for every £100 of original capital, which thus became £3,391,916-17-5; the debentures and debenture stock of the Company were taken over as State debt.

Under the same Act, Government were allowed the option of redeeming the commuted value of the share capital by means of an annuity instead of by direct purchase, and it was acquired by the issue of an annuity, terminable on the 30th July 1957, calculated at the rate of £4-2-0·66 per cent.

It was furthermore enacted that Government could exchange India stock for any portion of the debenture stock, and purchase the said annuities by the creation and issue of India stock at a rate not above 4 per cent., provided that the interest thereby saved should be annually set aside and invested so as to create a Sinking Fund sufficient to redeem the principal of the stock within the original period of the liability.

Of the £4,415,574-17-5 representing the cost of the Eastern Bengal railway, debentures and debenture stock, amounting to £1,023,658, have been converted into State debt amounting to £1,028,729-7-1, and commuted capital to the extent of £543,818-15-7 has been purchased for £541,054-7-4 India 3½ per cent. stock.

The balance of the commuted capital stock, £2,848,098, remains to be discharged by the payment of an annuity of £116,850 14·8¾.

Since purchase of the Eastern Bengal railway, 1st July 1884, the capital account of the system to the 31st December 1897 stood as under:

	£	₹
Cost to the State on account of the purchase of the Eastern Bengal railway	4,415,575	...
Overdrawn capital at time of purchase of the Eastern Bengal railway	...	4,24,483
Outlay on final heads incurred by the State on the Eastern and Southern sections, including Budge-Budge extension, since the 1st July 1884	...	2,97,45,354
Suspense accounts	...	26,90,404
		3,28,60,241
Deduct—Value of stores taken over from the Eastern Bengal Guaranteed Railway Company	...	7,27,880
Total—Eastern and Southern sections (*standard gauge*)	4,415,575	+3,21,32,361
Northern and Behar sections, including the Bársoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (2′ 6″ *gauge*) branch	...	4,09,10,195
Dacca section (*metre gauge*)	...	67,45,941
Rajbári-Farídpur branch	...	1,25,072
Teesta bridge	...	44,514
TOTALS	4,415,575	+7,99,58,083

The expenditure during 1897 on final heads was as follows:

	₹
Eastern and Southern sections, including Budge-Budge extension	35,92,696
Northern and Behar sections, including the Bársoi-Kissengunge and the Kaunia-Dharlla branches	7,61,257
Dacca section	6,766
Rajbári-Farídpur branch	1,25,072
Teesta bridge	44,514
TOTAL	45,30,305

The principal works on which outlay was incurred are detailed below:

	₹
Eastern and Southern sections, including Budge-Budge extension—	
10 locomotives	4,85,034
300 additional covered goods wagons	4,47,841
Lighting the trains with oil gas	51,963
Doubling the line from Ránaghat to Porádaha	13,61,182
Land required for extending the locomotive and goods yards at Chitpore	1,18,195
Fakirabad line	30,607
Ghât station at Belgáchhi	1,86,382
Additions and alterations of ghât station at Lalgola	1,51,448
Ballasting the first 8 miles of the Porádaha branch	64,418
Two crossing stations at Majpara and Kaloo Khal	30,604
Additions and alterations to goods yard at Chitpore	98,353
Ditto locomotive yard at Chitpore	1,08,761
Laying sidings to the Anglo-Indian and Alliance Mills at Kánkinára	45,033
Northern, including the Behar and Kaunia-Dharlla sections—	
200 iron covered goods wagons	3,42,421
40 additional 3rd class carriages	1,11,566
200 iron covered goods wagons, adapted for military purposes	92,844
20 new 3rd class carriages with vacuum brake fittings	53,426

The following figures show the comparison of interest charges for 1897 with net earnings:

	Eastern and Southern sections.	Northern and Behar sections.*	Dacca section.
	₹	₹	₹
Interest on capital outlay at 4 per cent.	40,38,274†	16,25,652	2,69,855
Net earnings, *less* contribution to the Provident Fund	47,82,119	30,59,717	2,25,157
Excess of net earnings over interest charges	7,13,845	14,34,065	—*44,698*

The total capital outlay on the Eastern Bengal State railway system to the 31st December 1897, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	₹
Expenditure by the Eastern Bengal Guaranteed Railway Company to the 30th June 1884	3,49,32,209
Outlay on final heads incurred by the State on the Eastern and Southern sections since the 1st July 1884	2,97,45,354
Suspense accounts	26,90,404
Total outlay on Eastern and Southern sections (*standard gauge*)	6,73,67,967
Northern and Behar sections, including the Bársoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (2′ 6″ *gauge*) branch	4,09,10,195
Dacca section (*metre gauge*)	67,45,941
Rajbári-Faridpur branch	1,25,072
Teesta bridge	44,514
TOTAL	11,51,93,689

* Including the Bársoi-Kissengunge and the Kaunia-Dharlla branches and the Teesta bridge.

	₹
† Simple interest	15,65,833
Annuities in purchase of the line and interest on debt	24,69,834
Simple interest on Rajbári-Faridpur extension	2,607
TOTAL	40,38,274

Calcutta Port Commissioners' Railway (standard gauge).

15. The total capital outlay on final heads of account to the 31st December 1897 was ₹70,78,605. There was no debit under the head of suspense.

The expenditure during 1897 on final heads of account amounted to ₹54,430, and was chiefly incurred on doubling the railway at Fort Point and in making improvements to the railway on both the Calcutta and Howrah sides.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest and Sinking Fund at 6·00, 6·14 and 7·14 per cent. on Government and debenture loans	1,15,383
Net earnings	1,48,707
Excess of net earnings over interest charges	33,324

East Coast State Railway (standard gauge).

16. The total capital outlay on final heads of account to the 31st December 1897 was ₹5,50,07,180. The amount held in suspense was ₹15,52,814.

The expenditure during 1897 on final heads of account amounted to ₹7,26,807, and was chiefly incurred on "Plant" and "Rolling-stock."

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	22,36,416
Net earnings, *less* contribution to the Provident Fund	8,68,971
Deficit of net earnings below interest charges	13,67,445

Great Indian Peninsula Railway (standard gauge).

17. Debenture bonds to the amount of £300,000 bearing interest at 3¼ per cent. per annum became due for repayment on the 31st December 1896. The whole amount has been replaced at 2½ per cent. interest for a further period of seven years, namely, to 31st December 1903. Also debenture bonds to the amount of £1,002,100, bearing interest at 3¼ per cent. per annum, became due for repayment on the 30th June 1897, and the whole amount has been replaced at 2½ per cent. interest for a further period of seven years, namely, to 30th June 1904. The total capital of the Company on the 31st December 1897 stood as follows:

		£	£	₹
Capital authorized—				
Stock and shares		20,000,000		
Loans		6,666,666		
			26,666,666 =	29,09,09,084
Capital subscribed—				
Stock and shares		20,000,000		
Debenture stock	£2,701,450			
Less—Discount	,, 225,891			
		2,475,559		
Loans at 3 per cent.		1,068,800		
Loans at 2¾ per cent.		300,000		
Loans at 2½ per cent.		1,602,100		
Capital not bearing interest		286,056		
			25,732,515 =	28,07,18,345

	£	₹
Capital expenditure—		
On construction account	25,262,986 =	27,55,96,212
On stores in suspense	368,991 =	40,25,354
On advances in suspense	—*30,796* =	—*3,35,955*
	25,601,181 =	27,92,85,611
Balance available of—		
Capital authorized	1,065,485 =	1,16,23,473
Capital subscribed	131,334 =	14,32,734

The total capital outlay on final heads of account to the 31st December 1897 amounted to ₹27,55,96,212.

The expenditure during 1897 on final heads of account was ₹3,15,337.

The following are the principal works on which expenditure was incurred:

	₹
Partial re-construction and strengthening the girders of the Dudhi bridge	33,306
Re-building tops of piers, raising the approaches and strengthening girders at Mund viaduct	80,394
Fitting the whole of the coaching stock with automatic vacuum brake gear	26,640

The following figures show the comparison of interest charges for 1897 with net earnings:

Interest—	₹
On subscribed capital at 5 per cent.	1,09,09,091
On debentures at 3¼ per cent.	1,77,645
On debentures at 3 per cent.	3,49,789
On debentures at 2¾ per cent.	90,000
On debentures at 2½ per cent.	2,91,880
On debenture stock at 4 per cent.	11,78,815
On overdrawn capital at 3½ per cent. from 1st May 1897	5,953
	1,30,03,173
Payment to Government in respect of State lines worked by the Company	3,98,104
TOTAL	1,34,01,277
Net earnings, *less* contribution to the Provident Fund	*97,92,500
Deficit of net earnings below interest charges and rent of leased lines for 1897	36,19,519

Bombay, Baroda and Central India Railway (standard gauge).

18. In April 1897 the renewed 3¼ per cent. debenture loan of 1890, amounting to £100,000, was again renewed for seven years at a reduced rate of 2½ per cent. with a discount of 1 per cent., which amounted to £1,000 and was debited to capital not bearing interest. The total capital of the Company at the close of 1897 was as follows:

	£	£	₹
Capital authorized—			
Share capital	6,250,000		
Debenture bonds	4,463,500		
		10,713,500 =	11,68,74,545
Capital subscribed—			
Share capital	6,250,000		
Debenture bonds converted into stock	1,300,300		
Debenture bonds at 3¼ per cent.	788,500		
Debenture bonds at 3 per cent.	300,000		
Debenture bonds at 2½ per cent.	849,400		
Capital not bearing interest	28,568		
		9,516,768 =	10,38,19,287

* Including ₹10,742 on account of irrecoverable outstandings written off.

	£		₹
Capital expenditure—			
On construction account	9,415,978	=	10,27,19,759
On stores in suspense	333,775	=	36,41,185
On advances in suspense	—4,650	=	—50,724
	9,745,103	=	10,63,10,220
Balance available of—			
Capital authorized	968,397	=	1,05,64,325
Expenditure in excess of—			
Capital subscribed	228,335	=	24,90,933

The total capital outlay, including the State expenditure of ₹8,08,405 on the Pátri branch to the 31st December 1897, is distributed as follows:

		₹
Main line—Bombay to Sábarmati (including London establishment and other charges)		9,53,40,574
Wadhwán extension—Sábarmati to Wadhwán . .		42,96,167
Ánand-Godhra branch—Ánand to Godhra . . .		29,28,410
Pátri branch—Viramgám to Khárághoda	Company's outlay	1,51,606
	State outlay	8,08,405
Dhejbara survey		3,003
	TOTAL .	10,35,28,165

The expenditure during 1897 on final heads was ₹28,65,758.

The following are the principal works on which expenditure was incurred:

	₹
Doubling the main line between Virár and Pálghar .	1,25,450
Doubling the main line between Pálghar and Dhanu .	2,19,089
Doubling the main line between Dhanu and Sachin .	1,47,952
Doubling the main line between Amroli and Itola . .	12,88,955
Renewing Warren girder bridges (Capital share only) .	4,00,957
Constructing new administrative offices at Church Gate .	2,37,564
Joint goods transhipment station at Asarwa	58,499
Permanent repairs to certain portions of the line damaged by floods of 1896	57,462

The following figures show the comparison of interest charges for 1897 with net earnings:

Interest—	₹
On subscribed capital at 5 per cent.	41,18,345
On debentures at 3¼ per cent.	2,88,423
On debentures at 3 per cent.	98,182
On debentures at 2½ per cent.	2,24,836
On overdrawn capital at 4½ per cent. up to 30th April 1897 and at 3½ per cent. from 1st May 1897 . . .	42,393
TOTAL .	47,72,179
Net earnings, *less* contribution to the Provident Fund .	64,70,202
Excess of net earnings over interest charges . .	16,98,023

Madras Railway (*standard gauge*).

19. The total capital of the Company at the close of 1897 was as follows:

	£		₹
Capital authorized—			
Stock and share capital . . .	10,257,630		
Debenture bonds	3,419,210		
	13,676,840	=	14,92,01,891

	£	£	₹
Capital subscribed—			
Share capital . . .	8,318,080		
Debenture bonds converted into stock . . .	1,939,550		
Debenture bonds at 3¼, 3, 2¾, and 2½ per cent. . .	998,000		
Capital not bearing interest .	7,536		
		11,263,166*=	12,33,84,886
Capital expenditure—			
On construction account .	10,926,552		
On stores in suspense . .	220,175		
On advances in suspense .	—*10,558*		
		11,136,169 =	12,15,01,808
Balance available of—			
Capital authorized		2,540,671 =	2,77,00,083
Capital subscribed		126,997 =	18,83,078

The expenditure during 1897 on final heads was ₹5,86,842.

The following are the principal works on which expenditure was incurred:

	₹
Alterations and additions to Bangalore City station . .	46,516
Conversion of Nandalúr into an engine changing station . .	32,526
Gas-making plant, lamps, etc.	34,252
Fitting automatic vacuum brake-gear to 10 engines and 50 carriages	62,486
Two locomotive engines for working the Madras-Ennúr section	32,805
Rolling stock	76,902

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest—	
On subscribed capital—	
At 5 per cent.	47,76,911
At 4¾ per cent.	5,18,161
At 4½ per cent.	2,45,455
On debentures—	
At 3¼ per cent.	71,689
At 3 per cent.	1,09,718
At 2¾ per cent.	18,000
At 2½ per cent.	62,688
On overdrawn capital at 4½ per cent. to 30th April 1897 and 3½ per cent. from May 1897	25,196
TOTAL .	58,27,818
Net earnings, *less* contribution to the Provident Fund . .	59,82,565
Excess of net earnings over interest charges . . .	1,54,747

Delhi-Umballa-Kalka Railway (*standard gauge*).

20. The capital of the Company consists of—

Capital authorized and received—	£
Share capital	800,000
Debenture stock	300,000
	1,100,000

The expenditure on final heads of account to the 31st December 1897 amounted to ₹1,54,18,198, which includes ₹5,76,918 on account of interest on capital during construction.

The amount held in suspense was ₹8,960.

The transactions of the year resulted in a credit of ₹56,480.

* Including £210 on account of discount on £16,800 debentures issued in replacement of bonds falling due on the 1st January 1898.

Tarkessur Railway (standard gauge).

21. The total capital outlay on final heads of account to the 31st December 1897 was R17,57,160. There was no sum at debit of suspense.

The expenditure of the year was R262.

Southern Punjab (Delhi-Samásata) Railway (standard gauge).

22. The total capital outlay on final heads of account to the 31st December 1897 was R1,97,26,254. The amount held in suspense was R1,82,558.

The following figures show the comparison of interest charges for 1897 with net earnings:

	R
Interest on debenture stock and share capital . . .	1,09,784
Net earnings	71,327
Deficit of net earnings below interest charges . . .	38,457

The deficit below interest charges is under the terms of the contract debitable to the capital account of the railway.

Khámgaon and Amráoti Railways (standard gauge).

23. The total capital outlay on final heads of account to the 31st December 1897 was R5,22,150 on the Khámgaon railway, and R4,46,058 on the Amráoti railway. There was no debit under the head of suspense on the Khámgaon railway, while the amount held in suspense on the Amráoti railway was R6,387.

The expenditure during 1897 on final heads was R1,326 on the Amráoti railway.

The following figures show the comparison of interest charges for 1897 with net earnings:

	Khámgaon railway.	Amráoti railway.
	R	R
Interest on capital outlay at 4 per cent.	20,868	18,074
Net earnings	13,891	29,861
Excess of net earnings over interest charges	—6,977	11,787

Bina-Goona Railway (standard gauge).

24. The total capital outlay on final heads of account to the 31st December 1897 was R66,36,548, of which R49,21,624 represents the outlay on the open line. The amount at debit of suspense was R21,37,073.

The transactions during 1897 on final heads on the open section, resulted in a net credit of R77,293, while on the Goona-Bara extension which is under construction, the expenditure was R12,98,695.

Bhopal-Ujjain Railway (standard gauge).

25. The total capital outlay on final heads of account to the 31st December 1897 was R75,36,181. There was no debit under the head of suspense.

The expenditure during 1897 on final heads was R1,38,301.

Bhopal-Itârsi Railway (*standard gauge*).

26. The total capital outlay on final heads of account to the 31st December 1897 was ₹72,97,134, divided between the Government of India and the Bhopal Darbar as under:

	₹
Government of India	22,97,134
Bhopal Darbar	50,00,000

There was no debit under the head of suspense.

The expenditure during 1897 on final heads was ₹25,257.

The following figures show the comparison of interest charges for 1897 with net earnings:

	Government of India.	Bhopal Darbar.
	₹	₹
Interest on capital outlay at 4 per cent.	91,806	2,00,000
Net earnings, *less* contribution to the Provident Fund	61,136	1,33,096
Deficit of net earnings below interest charges	30,670	66,904

The Nizam's Guaranteed State Railway (*standard gauge*).

27. The total capital of the Company on the 31st December 1897 stood as under:

	£	£
Capital authorized—		
Share capital	2,000,000	
Debentures	2,000,000	
		4,000,000
Capital subscribed—		
Share capital	2,000,000	
Debenture bonds converted into stock	1,225,000	
		3,225,000
Capital expenditure—		
On construction account	3,173,667	
On stores in suspense	36,672	
		3,210,339
Balance available of—		
Capital authorized		789,661
Capital subscribed		14,661

The total capital outlay on final heads of account to the 31st December 1897 was ₹4,03,78,163, and the amount held in suspense ₹5,82,781.

The expenditure during 1897 on final heads was ₹3,03,639, and was chiefly incurred on "Bridgework," "Ballast and permanent-way" and "Stations and buildings."

The following figures show the comparison of interest charges for 1897 with net earnings:

Interest—	₹
On subscribed capital at 5 per cent.	15,02,938
On debentures at 4 per cent.	7,36,450
Sinking Fund at 1 per cent.	1,84,113
TOTAL	24,23,501
Net earnings, *less* contribution to the Provident Fund	19,38,769
Deficit of net earnings below interest charges	4,84,732

Nágdá-Ujjain Railway (standard gauge).

28. The total capital outlay on final heads of account to the 31st December 1897 was ₹22,19,919. There was no debit under the head of suspense.

The expenditure during 1897 on final heads amounted to ₹1,48,668, and was incurred chiefly on "Earthwork" and "Ballast."

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	87,103
Net earnings, *less* contribution to the Provident Fund	47,757
Deficit of net earnings below interest charges	39,346

The Gaekwar's Petlád Railway (standard gauge).

29. The total capital outlay on final heads of account to the 31st December 1897 was ₹7,44,305, and the amount held in suspense at that date was ₹11,464.

The expenditure during 1897 on final heads amounted to ₹30,974, chiefly due to the payment to the Bombay, Baroda and Central India railway of a share of the cost of joint works constructed at Ánand Junction.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	29,255
Net earnings, *less* contribution to the Provident Fund	33,946
Excess of net earnings over interest charges	4,691

Kolar Gold-fields Railway (standard gauge).

30. The total capital outlay on final heads of account to the 31st December 1897 was ₹7,39,451, and the amount held in suspense at that date was ₹51,623.

The expenditure during 1897 on final heads was ₹11,243, and was chiefly incurred on "Ballast and permanent-way."

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	30,815
Net earnings, *less* contribution to the Provident Fund	90,278
Excess of net earnings over interest charges	59,463

Rájpura-Bhátinda Railway (standard gauge).

31. The total capital outlay on final heads of account to the 31st December 1897 amounted to ₹66,95,341. The amount held in suspense was ₹1,110.

The expenditure during 1897 on final heads was ₹8,315.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	2,67,854
Net earnings	3,13,617
Excess of net earnings over interest charges	45,763

Jammu and Kashmir Railway, Native state section (standard gauge).

32. The total capital outlay on final heads of account to the 31st December 1897 amounted to ₹9,65,151. There was no debit under the head of suspense.

The expenditure during 1897 on final heads was R5,140.

The following figures show the comparison of interest charges for 1897 with net earnings:

	R
Interest on capital outlay at 4 per cent.	38,452
Net earnings	21,587
Deficit of net earnings below interest charges	16,865

Bengal and North-Western Railway system (metre gauge).

33. The total capital on the Company's section of the line, including the Ganges-Gogra-Doab railways, on the 31st December 1897, stood as follows:

	£	£	R
Capital authorized—			
Share capital	2,750,000		
3½ per cent. Preference shares	1,500,000		
		4,250,000	
Capital subscribed—			
Share capital	3,492,304		
Capital not bearing interest	39,002		
		3,531,306	
Capital expenditure—			
On construction account		2,709,941	=3,63,95,904*
On stores in suspense } On advances in suspense }		287,311	= 46,36,303
		2,997,252	=4,10,32,207
Balance available of—			
Capital authorized		1,252,748	
Capital subscribed		534,054	

The total capital outlay on final heads of account to the 31st December 1897 was as follows:

	R
Tirhoot State railway, Government section	2,84,88,572
Bengal and North-Western railway, Company's section	3,63,95,904
TOTAL	6,48,84,476

The amount held in suspense was:

	R
Tirhoot State railway, Government section	26,11,525
Bengal and North-Western railway, Company's section	46,36,303
TOTAL	72,47,828

The expenditure during 1897 on final heads was as follows:

	R
Tirhoot State railway, Government section	28,36,722
Bengal and North-Western railway, Company's section	38,05,183
TOTAL	66,41,905

The principal works on which outlay was incurred are detailed below:

Tirhoot State railway, Government section—	R
200 timber wagons	66,184
Extension of siding at Semaria Ghât	26,952
Hajeepore-Katihár extension	25,86,409

* Including R10,90,014, interest on capital during construction.

Bengal and North-Western railway, Company's section—	₹
10 Brake vans	29,823
50 3rd class carriages	2,10,991
Permanent bridge over the Gogra	11,13,231
Gonda-Bálrampur-Tulsipur branch	4,40,108
Nánpára-Katarnian Ghât ,,	3,95,215
Bhatni-Turtipur ,,	1,68,688
Salimpur-Barhaj ,,	91,500

The following figures show the comparison of interest charges for 1897 with net earnings:

	Tirhoot State railway, Government section.	Bengal and North-Western railway, Company's section.
	₹	₹
Interest on capital outlay at 4 per cent.	10,38,630	14,99,094
Net earnings, *less* contribution to the Provident Fund	15,54,907*	17,99,182
Excess of net earnings over interest charges	5,16,277	3,00,088

Rajputana-Malwa Railway (*metre gauge*).

34. The total capital outlay on final heads of account on the several sections of the system to the 31st December 1897 was as follows:

	₹
Rajputana-Malwa section	9,07,17,368
Holkar section	1,31,38,573
Rewári-Ferozepore section	1,30,14,741
Cawnpore-Achnera section	1,18,50,047
TOTAL	12,87,20,729

The amount held in suspense was ₹32,74,064.

The expenditure during 1897 on final heads was as follows:

	₹
Rajputana-Malwa section	1,23,087
Holkar section	36,071
Rewári-Ferozepore section	43,806
Cawnpore-Achnera section	67,063
TOTAL	2,70,027

The expenditure was chiefly incurred on the following works:

	₹
Construction of additional bogie third class carriages	94,063
Works required for new arrangements at Ujjain junction station	34,781
Additional machinery for the locomotive shops at Ajmere	32,725
Fencing certain portions of line on the Rewári-Ferozepore section	32,069
Fencing certain portions on the Cawnpore-Achnera section	28,501
New works required owing to the entry of the Cawnpore-Lucknow-Gogra railway	31,457

* Made up thus:

	₹
Net earnings, *less* ordinary contribution to the Provident Fund	15,70,472
Less—Special contribution to the Provident Fund, not included in the share account	15,565
	15,54,907

The following figures show the comparison of interest charges for 1897 with net earnings:

	Rajputna-Malwa and Rewári-Ferozepore sections.	Holkar section.	Cawnpore-Achnera section.
	₹	₹	₹
Interest on capital at 4 per cent. on the outlay to end of 1896, and at 2 per cent. on the outlay during the year 1897	42,99,249	5,24,821*	4,72,661
Net earnings, *less* contribution to the Provident Fund	88,01,797	1,06,491	9,56,133
Excess of net earnings over interest charges	45,02,548	—*4,18,330*	4,83,472

Pálanpur-Deesa Railway (metre gauge).

35. The total capital outlay on final heads of account to the 31st December 1897 was ₹4,18,264. There was no debit under the head of suspense.

The expenditure during 1897 on final heads was ₹518.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital at 4 per cent. on the outlay to the end of 1896, and at 2 per cent. on the outlay during the year 1897	16,705
Net earnings, *less* contribution to the Provident Fund .	23,126
Excess of net earnings over interest charges . . .	6,421

Southern Mahratta Railway (metre gauge).

36. During the year no advance was made by the Secretary of State. An addition of £100,000 was made to the capital of the Company by the issue of debentures at 2½ per cent. for seven years from 1st April 1897 at a discount of ¾ per cent.

The total capital of the Company on the 31st December 1897 was as follows:

	£	£	₹
Capital authorized—			
Share capital . . .	3,500,000		
Debenture bonds . . .	1,043,100		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5 . . .	2,129,900		
		6,673,000=	8,10,76,000
Capital raised and advanced—			
Share capital . . .	3,500,000		
Debenture bonds at 3 per cent.	255,000		
Debenture bonds at 3¼ per cent.	688,100		
Debenture bonds at 2½ per cent.	100,000		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5 . . .	2,129,900		
Capital not bearing interest .	30,207		
		6,703,207=	8,15,00,392
Capital expenditure—			
On construction account		6,686,759=	8,17,64,354
On stores in suspense		133,285=	15,99,415
Stores taken over with the Bellary-Kistna section		—*230,668*=	—*32,29,347*
		6,589,376=	8,01,34,422

* Interest on one crore of rupees advanced by the Indore Durbar is calculated at 4½ per cent.

Balance available of—	£	₹
Capital authorized	83,624=	9,41,578
Capital raised and advanced . . .	113,831=	13,65,970

The total capital outlay, including the State expenditure of £1,184,173= ₹1,65,78,416 on the Bellary-Kistna section, to the 31st December 1897, was ₹9,67,12,838.

The expenditure during 1897 on final heads was ₹6,03,611. The outlay was on works costing less than ₹25,000 each, except that on the extension of the locomotive workshops and remodelling of the locomotive yard at Hubli, on which an expenditure of ₹70,334 was incurred, on the goods siding at Tadêpalli on which ₹30,914 was spent, and on additional machinery and tools for the Hubli workshops on which ₹36,140 was spent. Rupees 1,07,408 were also spent during the year on additional rolling-stock.

The following figures show the comparison of interest charges for 1897 with net earnings:

Interest—	₹
On subscribed capital at 3½ per cent.	19,48,417
On debentures at 3¼ per cent.	3,61,404
On debentures at 3 per cent.	1,23,628
On debentures at 2½ per cent.	29,971
On advances by the Secretary of State for India at 4 per cent.	11,36,330
On outlay by the State on the Bellary-Kistna section at 4 per cent.	6,63,136
TOTAL .	42,62,886
Net earnings, *less* contribution to the Provident Fund .	27,94,709
Deficit of net earnings below interest charges . . .	14,68,177

Guntakal-Mysore Frontier Railway (metre gauge).

37. The total capital outlay on final heads of account to the 31st December 1897 was ₹59,02,498. There was no debit under the head of suspense.

The expenditure during 1897 on final heads was ₹2,340.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	2,36,000
Net earnings, *less* contribution to the Provident Fund . .	2,75,983
Excess of net earnings over interest charges . . .	39,983

Mysore section (Southern Mahratta Railway) (metre gauge).

38. The capital of the Company underwent no change, and stood on the 31st December 1897 as follows:

	£	₹
Capital authorized—		
Debenture stock	1,200,000=	1,60,61,569
Capital raised—		
Debenture stock at 4 per cent. . . .	1,200,000	
Capital not bearing interest	24,000	
	1,224,000=	1,63,82,801
Capital expenditure—		
On construction account	1,101,668=	1,47,45,430
On stores in suspense	33,944=	4,54,327
	1,135,612=	1,51,99,757
Balance available of—		
Capital authorized	64,388=	8,61,812
Capital raised	88,388=	11,83,044

The expenditure during 1897 on final heads was R80,413. The outlay during the year was on works costing less than R25,000 each, except that on the work of re-arrangement and additions to the station yard at Bangalore City, on which R38,288 was expended.

The following figures show the comparison of interest charges for 1897 with net earnings:

Interest—	R
On debentures at 4 per cent.	7,75,708
Net earnings, *less* contribution to the Provident Fund	7,98,285
Excess of net earnings over interest charges	22,577

South Indian Railway (metre gauge).

39. This undertaking was acquired by Government on the 1st January 1891, and was taken over at a valuation of £5,692,557.

In the Finance and Revenue accounts of the Government of India the cost of the line is stated at £4,692,557, the difference—one million pounds—representing the capital subscribed by the new Company for working the purchased and other connected lines which, under contract, it undertook to construct for Government.

At the time of purchase the capital of the old Company consisted of—

	£
Share capital	3,208,280
Debentures and debenture stock	1,495,000
TOTAL	4,703,280

The share capital, comprising £3,070,668 of 5 per cent. stock and £137,612 of 4¾ per cent. stock, was acquired by the issue of £4,197,557, 3 per cent. India stock, the 5 per cent. being taken over at a premium of £31-2-4 and the 4¾ per cent. at a premium of £24-11-2; the debentures and debenture stock were taken over as State debt.

The share capital of the new Company remains unchanged, and at the close of 1897 was as follows:

	£	R
Capital authorized (converted at R14 per £)—		
Share capital	1,000,000	=1,40,00,000
Capital subscribed (converted at R14 per £)—		
Share capital	1,000,000	=1,40,00,000

The total capital expended to the 31st December 1897 amounted to R7,66,46,858 as shown below:

Capital expenditure (including outlay from State capital)—	R
On construction account	7,42,48,486
On stores in suspense	23,78,464
On advances in suspense	19,908
TOTAL	7,66,46,858

The total capital outlay on final heads of account to the 31st December 1897 was as follows:

	R
South Indian railway, including Nellore branch	5,57,48,651
Villupuram-Dharmavaram section	1,84,99,835
TOTAL	7,42,48,486

The expenditure during 1897 on final heads was ₹1,56,532, and was principally incurred on providing five additional "O" class engines.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest in terms of Company's contract—	
On Company's capital at 3 per cent.	4,20,000
On State capital (£425,000) at 4½ per cent.	3,13,951
Expenditure and cash balance at 3 per cent.	17,05,473
Add—	
Share of surplus profits payable to Company	3,37,792
TOTAL	27,77,216
Net earnings, *less* contribution to the Provident Fund	42,95,899
Excess of net earnings over interest charges	15,18,683

The excess of interest incurred by the State over the amount charged in terms of the Company's contract results in a net gain to the State of ₹81,965 as shown below:

	₹	₹
Interest charges incurred by the State—		
On Company's capital		4,77,163
On Government capital—		
Debenture stock at 4½ per cent.	3,04,192	
Indian stock at 3 per cent.	19,06,888	
Indian stock at 2½ per cent.	1,21,239	
Indian outlay at 4 per cent.	10,66,660	
		33,98,979
Surplus profits payable to Company		3,37,792
TOTAL		42,13,934
Less, interest charged in terms of contract		27,77,216
Excess of actual charges over contract charges		14,36,718
Excess of net earnings over contract interest charges		15,18,683
Net gain to the State		81,965

Máyavaram-Mutupet Railway (metre gauge).

40. The total capital outlay on final heads of account to the 31st December 1897 was ₹24,91,854. There was no debit under the head of suspense.

The expenditure during 1897 on final heads amounted to ₹42,274, and was chiefly incurred on enlarging the Peralam station to accommodate traffic of the Peralam-Káraikkal railway.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	99,159
Net earnings, *less* contribution to the Provident Fund	1,11,496
Excess of net earnings over interest charges	12,337

Assam-Bengal Railway (metre gauge).

41. In accordance with clause 58 of the Contract, dated the 26th April 1892, between the Secretary of State and the Assam-Bengal Railway Company, the capital account of the railway is divided into two parts.

PART I.

Land.—The expenditure on land, including preliminary expenses on the Garo Hills survey, ₹38,594, to end of December 1897, aggregated ₹33,06,809. The amount held in suspense was ₹15.

PART II.

The total capital of the railway to the 31st December 1897 stood as under:

	£	₹	₹
Capital authorized—			
Share capital	1,500,000	=2,21,22,431	
Debentures	800,000	=1,44,37,409	
Net premium on debentures	13,135		
Advances in India by Secretary of State for India	...	2,80,59,399	
			6,46,19,239
Capital raised and advanced—			
Share capital	1,500,000	=2,21,22,431	
Debentures	800,000	=1,41,92,781	
Capital not bearing interest	13,135	= 2,44,628	
Advances in India by Secretary of State for India		2,80,59,399	
			6,46,19,239
Capital expenditure—			
On construction account		5,39,76,779	
On stores in suspense		62,68,443	
On advances in suspense		2,15,354	
			6,04,60,576
Balance available of—			
Capital authorized		41,58,663	
Capital raised and advanced		41,58,663	

The expenditure during 1897 on final heads was ₹1,10,66,878.

The interest charges for 1897 calculated in terms of the contract, are as follows:

On share capital at 3½ per cent.		8,35,035
On debentures at 3 per cent.		2,38,582
On debentures at 2½ per cent.		85,514
On capital contributed by Secretary of State at 3½ per cent.		10,97,148
	TOTAL	22,56,279

The interest charges up to June 1898 are, under clause 45 of the Contract, dated the 26th April 1892, between the Secretary of State and the Assam-Bengal Railway Company, debitable to the capital account of the undertaking.

Burma railways (metre gauge).

42. The total capital of the Company from the 1st September 1896 to the 31st December 1897 was as under:

	£	₹
Capital authorized—		
Share capital	2,000,000	
Capital subscribed—		
Share capital	2,000,000	
Capital paid up—		
Share capital	1,836,462	3,11,86,152

Capital expenditure—		
On construction account—	₹	
Open lines	16,83,451	
Lines under construction including survey	47,97,195	
	64,80,646	
On stores and advances in suspense	38,59,024	
TOTAL	1,03,39,670	
Balance available of—		
Capital subscribed		2,08,46,482

The interest guaranteed by the Secretary of State is $2\frac{1}{2}$ per cent. per annum with $\frac{1}{5}$th share of surplus profits which share is not to be less than $\frac{1}{4}$ per cent. per annum during the period ending 30th June 1901.

The total capital outlay to the 31st December 1897 was as follows:

	₹
Outlay by Government	7,69,92,220
Outlay by Company	1,03,39,670
TOTAL	8,73,31,890

The expenditure during 1897 on final heads was ₹46,61,481.

The principal works on which outlay was incurred are detailed below:

	₹
Converting Bobinchoung bridge	26,798
Fixing 464 coaches with compound spring flexible buffers	29,716
Constructing an overbridge at Pazundaung	25,140

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest on Government outlay	30,17,838
Interest on Company's outlay	8,25,598
	38,43,436
Net earnings, *less* contribution to the Provident Fund	38,82,673
Deficit of net earnings below interest charges	39,237

Deoghur Railway (metre gauge).

43. The total capital outlay on final heads of account to the 31st December 1897 amounted to ₹2,86,180, and the amount held in suspense on that date was ₹1,762.

Rohilkund and Kumaon Railway system (metre gauge).

44. The total capital outlay on final heads of account to the 31st December 1897 was as follows:

	₹
Lucknow-Bareilly section	89,07,729
Company's section	20,86,858
TOTAL	1,09,94,587

The amount held in suspense was:

	₹
Lucknow-Bareilly section	3,94,986
Company's section	33,570
TOTAL	4,28,556

The expenditure during 1897 on final heads of account was as under:

	₹
Lucknow-Bareilly section	1,56,066
Company's section	17,495

The following figures show the comparison of interest charges for 1897 with net earnings:

	Lucknow-Bareilly section.		Company's section.
Interest—	₹	₹	₹
Debentures at 3¼ per cent	77,507		
Secretary of State's capital at 4 per cent.	2,04,846		
Over-drafts on capital at 4 per cent.	79,197		
		3,61,550	...
Outlay at 4 per cent. to end of 1896 and at 2 per cent during 1897		...	83,978
TOTAL		3,61,550	83,978
Net earnings, *less* contribution to the Provident Fund		3,35,776	1,72,316
Excess of net earnings over interest charges		—*25,774*	88,338

Bengal Dooars Railway (metre gauge).

45. The total capital of the Company on the 31st December 1897 was as follows:

	£	£	₹
Capital authorized	150,000		
Capital subscribed (received)	150,000		
Capital expenditure—			
On construction account	167,487		=26,06,488
On suspense	2,859		= 44,225
TOTAL	170,346		=26,50,713

The expenditure during 1897 on final heads was ₹2,32,133.

The principal works on which outlay was incurred are detailed below:

	₹
Completing stone pitching, etc., of all bridges	36,127
Ballasting the main and branch lines	69,472
15 open trucks	30,420
New extension surveys	27,365

The total dividend, declared on the sterling capital of £150,000 for the year 1897, amounted to 5 per cent.

Dibru-Sadiya Railway (metre gauge).

46. The total capital outlay on final heads of account to the 31st December 1897 was £514,464 or ₹72,63,019.

The fixed sterling suspense granted by Government is £10,000.

The expenditure during 1897 on final heads was ₹32,532, but owing to the adjustment of rupee capital for conversion from sterling, the transactions of the year resulted in a net credit of ₹33,429.

The following figures show the comparison of interest charges for 1897 with net earnings:

	₹
Interest at the rate of 5 per cent. on capital outlay to the end of 1896, and on fixed suspense capital including 2½ per cent. on capital outlay during the year	4,16,328
Net earnings	2,46,750
Deficit of net earnings below interest charges	1,69,578

Ledo and Tikak-Margherita Colliery Railway (metre gauge).

47. The total capital outlay on final heads of account to the 31st December 1897 amounted to R11,46,240. There was no debit under the head of suspense.

Ahmedabad-Parántij Railway (metre gauge).

48. The total capital outlay on final heads of account to the 31st December 1897 was R19,19,104. The amount held in suspense on that date was R23,107.

The expenditure during 1897 on final heads was R11,20,373, and was chiefly incurred on bridgework, ballast and permanent-way and stations and buildings.

The following figures show the comparison of interest charges for 1897 with net earnings :

	R
Interest on capital outlay at 4 per cent.	70,127
Net earnings, *less* contribution to the Provident Fund	36,665
Deficit of net earnings below interest charges	33,462

The Gaekwar's Mehsána Railway (metre gauge).

49. The total capital outlay on final heads of account on the several sections to the 31st December 1897 was as follows:

	R
Mehsána-Kherálu section	9,94,864
Mehsána-Víramgám section	14,67,694
Mehsána-Pátan section	8,01,342
TOTAL	32,63,900

There was no debit under the head of suspense.

The expenditure during 1897 on final heads was as follows :

	R
Mehsána-Kherálu section	—346
Mehsána-Viramgám section	2 792
Mehsána-Pátan section	6
TOTAL	2,45-

The following figures show the comparison of the total interest charges on the three sections for 1897 with net earnings :

	R
Interest on capital outlay at 4 per cent.	1,30,503
Net earnings, *less* contribution to the Provident Fund	1,81,159
Excess of net earnings over interest charges	50,656

Kolhápur Railway (metre gauge).

50. The total capital outlay on final heads of account to the 31st December 1897 was R23,24,807. There was no debit under the head of suspense.

The expenditure during 1897 on final heads was R18,895.

Yesvantpur-Mysore Frontier Railway (metre gauge).

51. The total capital outlay on final heads of account to the 31st December 1897 was R24,06,443, and the amount held in suspense at that date was R72,767.

The expenditure during 1897 on final heads was R4,697.

Mysore-Nanjangúd Railway (metre gauge).

52. The total capital outlay on final heads of account to the 31st December 1897 was R6,10,565, and the amount held in suspense at that date was R24,199.

The expenditure during 1897 on final heads was R8,807.

Jodhpore-Bickaneer Railway system (metre gauge).

53. The total capital outlay on final heads of account to the 31st December 1897 was as follows:

	R
Jodhpore section	74,90,176
Bickaneer section	9,73,473
TOTAL .	84,63,649

There was no debit under the head of suspense.

The expenditure during 1897 on final heads was as follows:

	R
Jodhpore section	10,11,848
Bickaneer section	179
TOTAL .	10,12,027

The expenditure on the Jodhpore section was chiefly incurred on the construction of the Shadipalli-Balotra railway, which amounted to R 10,04,414.

The following figures show the comparison of interest charges for 1897 with net earnings:

	Jodhpore section.	Bickaneer section.
	R	R
Interest on capital at 4 per cent. . . .	2,58,306	38,935
Net earnings, *less* contribution to the Provident Fund	7,44,799	65,504
Excess of net earnings over interest charges .	4,86,493	26,569

Oodeypore-Chitor Railway (metre gauge).

54. The total capital outlay on final heads of account to the 31st December 1897 was R15,94,140, and the amount held in suspense at that date was R4,900.

The expenditure during 1897 on final heads was R30,419.

Bhávnagar-Gondal-Junágad-Porbandar Railway, including the Jetalsar-Rájkot and Jámnagar Railways (metre gauge).

55. The total capital outlay on final heads of account to the 31st December 1897 was R2,10,59,320.

The distribution of this amount over the several sections of the system is as under:

	₹
Bhávnagar section	70,25,311
Gondal section	46,53,475
Junágad section	38,39,140
Porbandar section	18,45,337
Jetalsar-Rájkot railway	15,43,369
Jámnagar railway	21,52,688
TOTAL	2,10,59,320

The amounts held in suspense were as follows:

	₹
Bhávnagar section	1,05,109
Gondal section	96,372
Junágad section	60,719
Porbandar section	28,189
Jetalsar-Rájkot railway	4,094
Jámnagar railway	97,849
TOTAL	3,92,332

The expenditure during 1897 on final heads was as follows:

	₹
Bhávnagar section	40,675
Gondal section	3,863
Junágad section	4,265
Porbandar section	4,597
Jetalsar-Rájkot railway	20,579
Jámnagar railway	10,16,523
TOTAL	10,90,502

The following are the principal works on which the expenditure was incurred:

	₹
Jámnagar railway—	
Bridge No. 51 at Und	85,052
40 covered goods wagons	78,560

The following figures show the comparison of interest charges for 1897 with net earnings:

	Bhávnagar section.	Gondal section.	Junágad section.	Porbandar section.	Total Bhávnagar-Gondal-Junágad-Porbandar railway.	Jetalsar-Rájkot railway.	Jámnagar railway.
	₹	₹	₹	₹	₹	₹	₹
Interest on capital outlay at 4 per cent.	2,84,358	1,89,747	1,55,826	74,870	7,04,801	61,522	78,987
Net earnings, *less* contribution to the Provident Fund	4,32,135	2,03,500	1,04,550	78,895	8,19,080	84,720	28,954
Excess of net earnings over interest charges	1,47,777	13,753	*—51,276*	4,025	1,14,279	23,198	*—50,033*

56. The statements on pages 60 to 69 give details of the cost of some of the large railway bridges and tunnels in India.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge).					Feet.	Feet.	Feet.	Feet.	Tons.	*R*
East Indian.	1	Soane	22nd Dec. 1862	28	150·00	4,726·00	32	35·60	3,702·00	...
	2	Jumna (Allahabad)	15th Aug. 1865	16	14 of 200·00 2 of 30·00	3,150·00	42	58·75	4,300·00	29,86,000
	3	Jumna (Delhi)	1st Jan. 1867	12 2	211·50 30·00	2,697·00	7 to 39	24·00	3,491·00	5,28,475
	4	Jubilee (over the Hooghly, between Hooghly station on the E. I. R. and Naiháti on the E. B. S. R.)	15th Mar. 1887	2 1	523·67 106·50	1,213·25	98·50	55·00	3,460·15	(*f*) 10,71,653
				29	10·83	441·00	...	...	...	...
		Do. Approach viaducts (Naiháti)		35	10·83	3,278·00	...	...	...	...
		Do. Approach viaducts (Hooghly)		74 1 1 1	29·17 25·83 43·00 48·00					
	5	Barákar	4th Sept. 1893	1 5 6 5	200·00 150·00 100·00 (*k*) 29·25	(*i*) 1,850·00	(*f*) 5 to 85 (*k*)	(*l*)	1,307·00	4,13,002
	6	Tonse	4th April 1864	7 2	150·00 32·00	1,194·00	27·75	59·67	1,207·00	8,74,865
Bengal-Nágpur.	7	Kanhán	1st Sept. 1887	6 2	170·00 60·00	1,237·00	9 to 26	50·00	1,061·10	3,81,109
	8	Weinganga	29th Apl. 1889	9	150·00	1,450·00	21	54·00	1,234·47	(*n*) 7,38,652
	9	Sheonath No. II	31st May 1889	14	150·00	2,250·00	6 to 12	57·00	1,912·40	4,92,353
	10	Eeb	1st Aug. 1890	9	150·00	1,461·00	42 to 55	38·00	1,229·40	2,63,515
	11	Damoodur	12th June 1890	10 2	200·00 100·00	2,364·00	4 to 75	40·75	2,330·00	3,62,448
	12	Chumbal	15th May 1891	12 2	186·00 136·00	2,714·00	75	107·20	3,026·00	17,39,057
Indian Midland.	13	Jumna (Kalpi)	1st Feb. 1888	10	250·00	2,640·00	90	77·00	3,200·00	12,65,842
	14	Betwa (Mánikpur)	5th June 1889	13 1	150·00 60·00	2,166·00	13	91·04	1,772·30	8,19,541
	15	Ken (Bánda)	1st Aug. 1889	12 1	100·00 250·00	1,558·00	4	70·82	1,125·30	3,92,243
	16	Betwa (Lalitpur)	1st Jan. 1889	9	150·00	1,446·00	12	58·14	1,200·86	4,02,749
Bhopal-Itarsi.	17	Nerbudda	18th Nov. 1884	14 1	150·00 60·00	2,306·00	4	64·50	1,980·00	3,45,696

N.B.—Bridges costing less than R6,00,000 each

No. 2.

large railway bridges in India up to the 31st March 1898.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	REMARKS.
₹	₹	₹	₹	₹		
(a)10,33,324	...	(b)43,33,324	917	79	1	Has the rails above and the roadway below. The roadway was subsequently doubled. (a) Represents the cost of the second line only. (b) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed, as well as the cost of iron work for the first line.
(c)14,60,300	...	(d)44,46,300	1,412	110	2	The substructure of this bridge is for a double line, but the girders are erected for a single line only. It has the rails above and the roadway below. (c) Of this amount, ₹13,13,000 represents the cost of girders, and ₹1,47,300 the cost of upper and lower roadways. (d) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
10,49,779	...	(e)16,60,355	616	74	3	Has the rails above and the roadway below. (e) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
21,78,852	1,21,184	33,71,689	2,679	(g)350		(f) Including charges on account of plant, ₹3,81,544, and supervision, ₹3,19,456. (g) Estimated.
...	...	64,611	147	...		
					4	The approach viaducts are brick arches.
...	...	4,80,263	147	...		
3,79,078	(m) 13,726	8,05,806	428	58	5	(h) In viaducts. (i) From front to front of abutments. (j) On rock. (k) In sand. (l) Deck bridge various. 75 feet to rails. (m) Stone round piers only. No training works.
4,54,473	...	(n) 14,08,401	1,180	138	6	(n) Including ₹79,063 on account of cost of flooring.
2,78,632	13,174	6,72,915	533	Not known .	7	
(p) 2,42,833	(q) 22,248	10,03,733	677	43	8	Has been converted from metre to standard gauge. The expenditure shown represents the cost of the bridge as a standard gauge one. Metre gauge was opened on the 7th June 1882 and standard gauge on the 29th April 1889. (o) Including the cost of the old metre gauge bridge (₹6,74,612).
3,91,240	...	8,83,593	393	87	9	(p) Actual cost of girders only. (q) Cost of protective works as it was on the metre gauge bridge. The cost of the metre gauge girders removed, which is not included in these figures, was ₹2,40,803.
3,42,958	23,856	6,30,329	415	...	10	
6,36,230	40,328	10,39,006	422	65	11	
9,02,295	6,29,683	32,71,035	973	78	12	
11,41,231	1,59,564	25,66,637	912	107	13	The abutments and piers are built for a double line, but the girders are erected for a single line only, with a roadway on the same level, which has been brought into use from the 1st May 1895.
5,74,179	...	13,93,720	643	85	14	
3,39,954	...	7,32,197	471	84	15	
3,59,308	2,615	7,64,672	527	64	16	
5,77,925	...	(r) 9,44,171	422	85	17	(r) Including some special items not separately detailed.

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
					Feet.	Feet.	Feet.	Feet.	Tons.	*R*
(Standard gauge—*continued.*) North Western State.	18	Sutlej (Ludhiána)	January 1870	(*a*) 47	4 of 71·00 41 of 99·00 1 of 99·67 1 of 96·67	5,131·00	40 to 50	20·79	(*b*)2,314·00	20,97,296
	19	Beas	April 1869	34	2 of 120·00 32 of 100·00	3,828·00	43 to 70	20·00	1,660·00	15,66,476
	20	Jumna (Saháránpur)	January 1869	24	22 of 99·00 2 of 100·00	2,674·75	42	19·00	1,308·00	7,64,420
	21	Kaisir-i-Hind (over the Sutlej at Ferozepore)	8th May 1887	27	144·50	4,293·00	78	21·00	6,000·00	14,48,037
	22	Ravi as originally constructed	12th Apl. 1875	33	90·00	3,217·00	75	20·00	1,419·00	9,50,202
		Ravi as reconstructed	15th July 1893	15	90·00	1,465·00	75	19·00	(*i*)1,381·00	...
	23	Alexandra (over the Chenab between Wazirabad and Kathála) as originally constructed	22nd Jan. 1876	64	133·50	9,088·00	75	20·00	5,248·00	24,03,756
		Alexandra as reconstructed	1st Nov. 1891	28	133·50	3,976·00	75	20·00	5,073·40	22,920
	24	Jhelum as originally constructed	Towards end of 1876.	50	90·00	4,874·00	30	20·75	2,150·00	6,90,137
		Jhelum as reconstructed	20th Nov. 1895	50 1 land span	90·00 18·50	4,899·42	30	22·63	2,475·00	1,79,770
	25	Attock	24th May 1883	5 2 land spans.	2 of 296·25 3 of 246·25 40·00	1,522·00	(*k*)	111·00	2,202·00	14,77,580
	26	Empress (over the Sutlej at Adamwáhan)	8th June 1878	16	250·00	4,210·00	103	32·07	6,704·00	26,98,885
	27	Victoria (over the Jhelum at Chak Nizam)	16th May 1887	17	150·00	2,720·00	82	19·00	2,988·00	7,73,481
	28	Lansdowne over the Indus at Sukkur—								
		Rohri Channel	27th Mar. 1889	1 1	790·00 270·00	900·00	None in river	51·00	3,292·00	2,88,320
		Sukkur Channel		1 1	230·00 90·00	620·00	6	46·00	1,014·00	1,79,468
	29	Sher Shah (over the Chenab at Sher Shah)	1st Feb. 1890	17	200·00	3,650·00	75	29·00	3,740·00	10,84,453
Oudh and Rohilkhand State.	30	Gumti (Jaunpur)	24th Dec. 1874	16 1	82·00 55·00	1,472·00	45 to 50	44·17	811·00	4,21,530
	31	Rámganga (Bareilly)	24th June 1874	31 1 1	56·00 72·00 58·00	2,277·00	85	25·77	490·00	4,50,625
	32	Ganges (Rajghát, Aligarh branch).	5th June 1874	33	80·00	3,040·00	55	24·39	1,050·00	3,78,991
	33	Ganges (Cawnpore)	15th July 1875	23 2 2	100·00 96.00 40·00	2,850·00	50 to 65	31·66	1,815·00	7,11,073
	34	Ganges (Bálawali)	9th May 1887	11	249·50	2,886·00	100	37·94	3,944·00	10,16,438
	35	Soláni	1st Jan. 1886	11	149·58	1,749·50	60	16·75	1,563·00	4,03,182
	36	Dufferin (over the Ganges at Benares).	1st Oct. 1887	7 9	331·00 103·00	3,507·41	25 to 141	75·32	6,780·00	13,05,542
	37	Rámganga (Moradabad)	8th June 1894	10	200·00	2,126·00	75 to 83	21·50	2,602·76	3,26,267
Eastern Bengal State.	38	Goraí	1st Jan. 1871	7 9½	185·00 46·25	1,744·00	78 to 96 25	51·00 46·50	1,645·00 154·00	...

N.B.—Bridges costing less than R6,00,000 each

No. 2—*continued.*

large railway briges in India—continued.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
₹	₹	₹	₹	₹		
(*c*) 10,08,780	(*d*) 2,54,000	33,60,076	(*e*) 605	(*g*)	18	(*a*) Twelve spans have been removed. (*b*) Does not include weight of girders removed. (*c*) Does not include cost of girders removed. (*d*) Including cost to 1874, since which date a large amount of additional expenditure has been incurred. (*e*) Calculated as for the present length. (*f*) The contract rate for the construction of these three bridges, including protective works, was ₹428 per foot run of the bridges, and the figures as to cost are approximate only.
7,23,690	3,00,000	25,90,166	598	(*g*)	19	(*g*) Contract included erection.
5,70,180	2,00,000	15,34,600	499	(*g*)	20	
15,52,329	11,07,900	41,08,266	699	50	21	Carries the rails below and the roadway above.
5,01,641	1,50,472	16,02,315	451	(*h*) 125	22	(*h*) Originally carried the rails above and a foot-path below. This has now been changed.
1,94,098	96,386	2,90,484	132	(*i*) 40		(*i*) Including the road bridge (634 tons). (*j*) The railway and road bridges are separate and run alongside one another on the same piers. Railway bridge has entirely new girders, the rails being carried above top booms. Road bridge has girders (taken from the old railway bridge) which carry on top booms a corrugated flooring 16 feet wide and a metalled road-way 13′ 8″ clear between guard rails.
19,94,271	9,40,336	53,38,363	484	121	23	The bridge has been reduced from 64 to 28 spans. The girders doubled, and new cross and rail girders put in. The track is carried between the girders, and there are foot-paths on cantilevers outside.
2,45,769	49,381	3,18,070	68	27		The cost of reconstruction only is shown against this entry. The bridge was not closed for traffic during reconstruction; all restrictions were removed on the 1st November 1891, and the bridge was thrown open for traffic as usual.
9,40,487	81,248	17,11,872	335	124	24	Originally carried the rails above and a foot-path below. This has now been changed.
8,33,242	86,664	10,99,676	207	37		The railway and road bridges are separate and run alongside one another on the same piers. Railway bridge has entirely new girders, the rails being carried above top booms. Road bridge has girders (taken from the old railway bridge) which carry on top booms a corrugated flooring 16 feet wide and a metalled road-way 14′ 6″ between guard timbers.
15,96,989	1,45,956	32,20,516	2,020.	437 252	25	Has the rails above and a military roadway below. (*k*) Pier No. 1.—All standards and struts founded at same level, *viz.*, 343·68 or 21·68 feet *above* low-water level. Pier No. 2.—All standards and struts founded at same level, *viz.*, 319·12 or 2·88 feet *below* low-water level. Pier No. 3.—Up-stream strut on east side of pier was founded at 311·88 or 10·12 feet *below* low-water level; all other standards and struts founded at same level, *viz.*, 313·30 or 8·70 feet *below* low-water level. Pier No. 4.—Two main standards and one down-stream strut, all on west side of pier, were founded at 337·29 or 15·29 feet above low-water level; all other standards and struts founded at same level, *viz.*, 343·29 or 21·29 feet *above* low-water level.
23,96,558	(*l*) 20,06,246	71,01,689	1,210	105	26	Has a combined road and railway on the same level. (*l*) Including ₹1,98,055, cost of materials for temporary bridge.
8,02,104	3,73,226	19,48,811	(*m*) 579	(*m*) 66	27	Has a combined road and railway on the same level and a footway on each side, supported on wrought-iron brackets, and provided with hand-rails. (*m*) Calculated on cost, which includes ₹18,000 on account of cost of staging.
24,96,074	4,946	27,89,340	3,094	185	28	Has a roadway on the same level as the rails, and a footway on each side, the roadway being formed of steel corrugated troughs fitted with teak scantlings.
3,77,912	...	5,57,380	899	110		
10,83,528	6,66,120	28,34,101	594	56	29	Has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with deodar battens.
3,24,622	8,526	7,54,678	507	109	30	
1,53,539	8,88,236	14,92,400	267	63	31	
3,10,388	1,08,820	7,98,199	227	28	32	
8,75,745	1,74,160	17,60,978	561	(*g*)	33	Has the rails above and the roadway below. (*g*) Included in the cost of girders.
10,86,000	6,73,430	27,75,868	724	62	34	
3,99,277	2,20,091	10,22,550	456	10	35	
32,55,035	1,45,329	47,05,906	1,294	47	36	Has a roadway on the same level as the rails, and a footway on each side supported on cantilevers outside the girders.
6,88,391	1,21,837	11,36,495	467	42	37	Has a roadway on the same level as the rails.
...	...	(*r*) 14,83,750	837	...	38	(*r*) Including ₹22,618 charged to revenue, and ₹879 charged to capital, for the protection of piers. The cost is approximate.

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.		Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge—*concluded.*)						Feet.	Feet.	Feet.	Feet.	Tons.	₹
East Coast State.	39	Kistna		17th Mar. 1893 for coal traffic, and 1st Jan. 1894 for metre gauge traffic.	12	293	3,736·00 outside and 3,684·00 inside abutments.	80·50	46·50	6,426·00	13,70,000
	40	Rushu Kulya		1st Sep. 1895	10	150	1,598·00	70	23·00	1,437·25	3,44,064
Great Indian Peninsula.	41	Kistna		9th Oct. 1873	36	100·00	3,855·00	(*a*) 9	48·67	2,556·00	(*b*)6,11,163
	42	Tapti		12th Aug. 1872	5 28	138·00 59·00	2,556·00	15·96	60·33	2,392·00	(*c*)7,72,163
	43	Nerbudda		8th Mar. 1870	5 6	137·00 40·00	1,052·00	4·60	81·33	525·00	4,06,032
Bombay, Baroda and Central India.	44	Nerbudda	Old. New.	23rd June 1861 16th May 1881	25	183·50	4,687·50	76	48·50	4,650·00	23,21,000
	45	Tapti		19th Nov. 1860	30	60·00	1,875·00	20	50·50	...	...
Madras.	46	Cheyer	Old. New.	1st Sept. 1865 1st May 1880	50	64·00	3,500·00	100	14·00	988·00	9,10,934
	47	Tungabhadra		16th Jan. 1871	58	64·00	4,060·00	14	34·00	1,065·00	4,23,031
	48	Penner	Old. New.	May 1869 1st Oct. 1889	13	131·00	1,830·00	33 to 54·33	22·00	1,999·00	...
	49	Chitravati	Old. New.	1st Sept. 1868 6th Mar. 1890	19	131·00	2,670·00	18 to 78	18·00	2,938·00	...
	50	Papaghni	Old. New.	Aug. 1866 1st July 1892	20 15	64·00 131·00	1,410·00 2,110·00	... 52·50 to 62·00	... 15·00	... 2,391·00	... 5,93,030
(Metre gauge.) Bengal and North-Western—Tirhoot section.	51	Gandak		25th Apl. 1887	8	250·00	2,176·00	40 to 90	40·46	2,495·00	6,07,133
Company's section.	52	Rapti		15th June 1886	9	150·00	1,445·00	86	41·00	1,145·70	4,93,956
Rajputana-Malwa.	53	Jumna (Agra)		1st Jan. 1876	16 6	133·00 23	2,272·00	70	31·66	2,551·40	3,92,886
	54	Nerbudda		14th June 1877	14	183·00	(*d*)2,836·00	14	80·00	2,362·00	9,39,407
	55	Jumna (Muttra)		15th Dec. 1884	7	150·00	1,146·00	71	27·00	1,309·00	3,06,341
Southern Mahratta.	56	Bhima		1st Aug. 1884	14	150·00	2,342·00	18·50	58·77	1,680·00	3,33,256
	57	Kistna (Bijápur branch)		1st Aug. 1884	21	150·00	3,392·00	13·00	43·17	2,498·00	3,43,345
	58	Kistna (Poona branch)		2nd Feb. 1888	14	150·00	2,339·50	4·17	75·79	1,897·12	2,65,228
	59	Hagari		4th Oct. 1877	34	64·00	2,396·00	68·25	16·30	660·90	6,42,732
	60	Dorabavi Viaduct		15th June 1890	1 2 1	250·00 150·00 66·50	670·00	...	(*s*)29·00 to 179·63	560·00	3,33,934
Guntakal-Mysore Frontier.	61	Penner		1st June 1892	11	150·00	1,740·00	21·00 to 55·00	18·71	1,007·00	2,89,774

N.B.—Bridges costing less than ₹6,00,000 each

No. 2—*concluded.*

large railway bridges in India—concluded.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	REMARKS.
₹	₹	₹	₹	₹		
21,60,000	4,47,000	39,77,000	945	34	39	The cost of approaches, ₹5,23,272, has not been entered.
3,53,524	42,624	7,40,212	437	69	40	
6,61,903	...	12,73,066	330	30	41	The girders are for a single line, and the piers for a double line. (*a*) Nine piers and two abutments are founded above low-water level. (*b*) Including ₹25,656, being the cost of other items not separately detailed.
7,90,175	64,910	16,27,248	611	71	42	Carries a double line. (*c*) Including ₹95,918, being the cost of other items not separately detailed.
2,63,064	...	6,69,096	636	235	43	The girders are for a single line, and the piers for a double line.
12,58,929	(*d*)1,95,830	(*e*) 37,75,759	764	49	44	The figures as to cost refer to the new bridge only; the cost of the old bridge is not known. (*d*) Including some special items not separately detailed. (*e*) Excluding cost of the approaches.
...	...	(*f*) 10,56,139	563	...	45	(*f*) Including ₹5,948, being the cost of raising rail-level on up and down lines and ₹1,48,109 on account of the cost of the renewal of Warren girders with 60 feet plate girders.
1,95,689	...	(*g*) 12,45,464	356	...	46	(*g*) Including some special items not separately detailed, but excluding the cost of the old bridge, ₹4,06,293.
1,99,921	...	(*h*) 7,55,756	186	54	47	(*h*) Including some special items not separately detailed.
2,84,610	...	(*i*) 11,32,077	619	...	48	The cost does not include the expenditure incurred on the old bridge, ₹1,72,576. (*i*) Includes some special items not separately detailed.
3,85,833	...	(*i*) 13,58,194	509	...	49	The cost does not include the expenditure incurred on the old bridge, ₹3,54,705.
...	...	(*j*) 1,62,354	...	...	50	(*j*) Approximate.
3,63,332	38,568	9,94,930	453	(*k*) 12		(*k*) Including superintendence and all charges after girders were unloaded from wagons.
7,29,506	48,244	(*l*) 13,84,883	614	61	51	Has a foot-way on each side, supported on wrought-iron brackets and provided with a hand-rail. (*l*) Excluding cost of viaduct, ₹1,40,505.
(*m*)3,29,522	6,34,665	(*n*) 14,58,143	570	65	52	(*m*) Including cost of erection of girders, ₹74,543. (*n*) Including ₹28,971, on account of protective works, Rapti bridge, incurred during 1894-95.
6,90,683	48,776	(*o*) 18,33,877	786	85	53	Lattice girders carrying the rails below and the carriage road above. This bridge is built for and carries the standard gauge. (*o*) Including some special items not separately detailed.
4,42,205	777	(*q*) 18,73,925	660	106	54	Triangulated girders—designed to carry the rails above and a carriage road below. (*p*) Including two abutment spans. (*q*) Including some special items not separately detailed.
3,72,000	14,194	(*r*)8,49,000	728	35	55	Has a combined road and railway on the same level. (*r*) Including some special items not separately detailed.
4,71,097	26,419	8,30,772	343	73	56	
7,48,444	47,852	11,39,641	322	74	57	
4,79,402	5,474	7,50,104	318	...	58	
1,21,173	...	7,63,905	319	...	59	
3,61,198	405	(*t*)6,95,537	1,038	100	60	(*s*) The height is from ground to underside of girders. (*t*) Including charges on account of hand-railing.
3,10,941	1,49,430	7,50,145	345	40	61	

are not included in this statement.

STATEMENT

Cost and particulars of the important tunnels

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	¼ lined.	¾ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	₹
East Indian.	1	Monghyr (*a*)	Below Jamálpur	Built for double line, but 2′ too narrow.	Standard	434	...	...	466	900	No record.
Bengal-Nágpur.	2	Darekasa	Darekasa	Single	Standard	735	...	...	...	735	1,82,984
	3	Saranda	Goilkera	Single	Standard	388	...	1,253	...	1,641	8,66,964
	4	Bhortonk	Khodri (Kutni Branch)	Single	Standard	...	...	...	1,000	1,000	2,09,674
Godhra-Rutlam-Nágdá.	5	Panchpiplia	Bajrangarh	Single	Standard	540	...	...	225	765	(*b*) 2,27,902
North-Western State (*Main line*).	6	Sohawa No. 1	Sohawa	Single	Standard	...	...	538¼	...	538¼	(*c*) 1,67,629
	7	Margalla No. 3	Sarai Kála	Single	Standard	...	450	500	...	950	(*c*) 1,87,150
	8	Attock No. 4	Khairabad	Single	Standard	...	...	677½	...	677½	(*c*) 1,80,924
	9	Attock No. 5	Khairabad	Single	Standard	...	...	719½	...	719½	(*c*) 1,63,003
	10	Khairabad No. 7	Khairabad	Single	Standard	...	...	404	...	404	(*c*) 1,55,540
North-Western State (*Sind-Pishin section*).	11	Gundakinduff	Midway between Bábar Kachh and Kóchálí.	Single	Standard	...	...	569½	...	569½	2,08,826
	12	Kóchálí, Lower	Kóchálí	Single	Standard	...	...	506	...	506	1,84,061
	13	Kárez No. 1	Dirgi	Single	Standard	806	...	...	...	806	1,32,382
	14	Karez No. 2 Karez	Dirgi	Single	Standard	2,034	...	...	...	2,034	4,41,963
	15	Lower Chapper Arching	Mangi	Single	Standard	...	...	592	...	592	1,62,657
	16	Iron Gates	Mangi	Single	Standard	1,227	...	...	...	1,227	3,12,679
	17	Mudgorge Arching	Mudgorge	Single	Standard	...	...	1,087	...	1,087	4,12,344
North-Western State (*Chaman extension*).	18	Khojak No. 18	Shelabagh	Double	Standard	...	...	12,870	...	12,870	(*d*)68,26,790
	19	No. 20	3¼ miles below Shelabagh.	Double	Standard	...	...	756	...	756	2,24,027
	20	No. 23	6⅛ miles below Shelabagh.	Double	Standard	...	...	800	...	800	2,57,291

N.B.—Tunnels under 660 feet in length, or costing less than

No. 3.

on the railways in India up to the 31st March 1898.

Cost per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	Time taken to complete tunnel. To	Remarks giving nature of ground passed through, etc.	Serial No.
₹					
...	Not known .	March 1856 .	June 1861 . .	Quartz and slate	1
		(Work suspended	during one year) .	(*a*) A foot-path has been laid and fenced off through the tunnel.	
249	Not known .	May 1879 . .	6th Nov. 1883 .	All hard rock	2
528	1·75 years . .	January 1888 .	Sept. 1892 .	Very hard slaty rock with a great deal of water	3
210	1·00 year . .	14th March 1888 .	6th Dec. 1890 .	Gneiss interspersed with veins of quartz. The total cost excludes the cost of plant.	4
298	0·63 year . .	24th August 1892	7th April 1894 .	Northern 500 feet hard basalt; southern 265 feet hard rock, but composed of boulders liable to fall. This part has been lined. (*b*) Including Rs. 17,000 for machinery.	5
(*c*) 311	0·50 year . .	November 1878 .	15th March 1880 .	Red clay and sandstone. War prices were paid owing to the Afghan war. Common coolies were getting 8 annas per day. The heading was got through in six months, and the work was then left quite in abeyance, pending further orders, till September 1879; otherwise the whole would have been complete within a year.	6
(*c*) 197	0·54 year . .	4th April 1881 .	15th Aug. 1882 .	Nummulitic limestone shaken with clay seams	7
(*c*) 267	.....	Not re	corded	Treacherous shale	8
(*c*) 227	.....	Not re	corded	Treacherous shale	9
(*c*) 385	.....	Not re	corded	Treacherous shale	10
				(*c*) The charges do not include tools and establishment, for which an addition of, say, 15 to 20 per cent. should be made to the figures given. Cost of faces is included. Probably charges for timber, etc., have not been exactly distributed; a safe rate for a completely lined tunnel would apparently be about ₹230 per foot.	
367	.....	1884 . .	1886 . .	Sandstone in hard and soft beds	11
364	.....	1884 . .	1886 . .	Soft sandstone with beds of soft earth	12
164	.....	.....	.....	Hard limestone. The frequent openings near the roof, as in some karezes, give the tunnel its name.	13
217	.....	.....	.....	Hard limestone	14
275	.....	.....	.....	Gravel with red clay. This was originally intended to be an open cutting, but, owing to the difficulty of getting it out, it had to be arched over.	15
255	.....	.....	.....	Hard limestone	16
379	.....	.....	.....	Middle eocene gypsiferous deposits. This was originally intended to be an open cutting, but, owing to the constant slips, etc., it was eventually covered in.	17
530	2·01 years . .	13th April 1889 .	September 1891 .	Lining practically completed on the 31st October 1894. Water bearing shales and layers of soft mud. The tunnel has been three-quarter lined throughout. (*d*) The cost of tunnel is ₹66,00,518, that of lining, ₹2,25,601, and that of capital establishment, ₹671.	18
296	0·34 year . .	December 1888 .	June 1890 . .	Hard and soft shales with beds of mud. This is a cut and cover on 902 ft. radius.	19
322	0·44 year . .	April 1889 . .	November 1890 .	Through soft and hard water bearing shales on 819 ft. radius	20

1½ lakhs of rupees each, are not included in this statement.

STATEMENT

Cost and particulars of the important

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	½ lined.	¾ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	R
North-Western State: Mushkaf-Bo. an line.	21	No. 2	Mushkaf	Double	Standard	...	...	650	...	650	1,70,662
	22	No. 7	Ocepur	Double	Standard	...	528	211	...	739	2,16,787
	23	Panir No. 9	Panir	Double	Standard	...	523	2,695	...	3,218	13,20,749
	24	Seetal No. 12	Peshi	Double	Standard	...	...	1,035	...	1,035	2,96,510
	25	Cascade No. 14	Dózán	Double	Standard	...	189	353	...	542	1,66,830
Great Indian Peninsula.	26	Thull Ghât No. 2	Kására	Double	Standard	...	...	1,625	...	1,625	3,90,394
	27	Thull Ghât No. 4	Kására	Double	Standard	628	...	85	...	713	1,15,170
	28	Thull Ghât No. 7	Igatpuri	Double	Standard	1,461	...	...	...	1,461	1,77,255
	29	Thull Ghât No. 8	Igatpuri	Double	Standard	1,247	...	...	...	1,247	1,52,325
	30	Thull Ghât No. 11	Igatpuri	Double	Standard	777	...	...	...	777	94,605
	31	Bágra	Bágra	Double	Standard	...	...	910	...	910	2,15,747
	32	Bhore Ghât No. 7	Palasdhari	Double	Standard	837	...	...	...	837	1,06,627
	33	Bhore Ghât No. 8	Palasdhari	Double	Standard	858	...	...	...	858	1,13,907
	34	Bhore Ghât No. 9	Thákurvádi	Double	Standard	825	...	...	...	825	1,08,677
	35	Bhore Ghât No. 13	Thákurvádi	Double	Standard	1,305	...	...	...	1,305	1,73,649
	36	Bhore Ghât No. 22	Reversing station	Double	Standard	828	...	...	...	828	1,12,982
	37	Bhore Ghât No. 23	Reversing station	Double	Standard	405	...	363	...	768	2,09,783
	38	Bhore Ghât No. 24	Reversing station	Double	Standard	975	...	48	...	1,023	1,50,352
Rajputana-Malwa.	39	Mhow Ghâts	Pátal Páni to Kálakhund.	Single	Standard	...	...	345	...	345	1,94,925
Southern Maratta.	40	Bear's Rock	Castle Rock	Double	Standard	...	...	...	471	471	3,63,606
	41	Castle Rock	Castle Rock	Double	Standard	...	...	...	1,242	1,242	9,08,615
	42	No. 2	Álandi	Single	Metre	630	...	...	...	630	1,53,963
	43	Nandicanama	Chelama	Single	Standard	...	...	...	1,527	1,527	4,41,418

N. B.—Tunnels under 660 feet in length, or costing less th n

No. 3—*concluded.*

tunnels on the railways in India—concluded.

Cost per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	Time taken to complete tunnel. To	Remarks giving nature of ground passed through, etc.	Serial No.
₹					
263	0·25 year	October 1893	June 1895	Through clay and sandstone bands on the straight	21
293	0·25 year	November 1893	March 1895	Through conglomerate : 354 feet on 4° curve and the rest straight	22
410	0·81 year	November 1892	May 1895	Through nummulitic limestone of varying degrees of hardness on the straight	23
286	0·63 year	March 1893	September 1895	Through clay and conglomerate bands, 1,000 feet straight and the rest on 3° curve	24
308	0·37 year	August 1892	November 1894	Through hard limestone on the straight	25
240	4·75 years	February 1858	March 1864	Loose rock	26
162	3·58 years	December 1860	July 1864	Rock	27
121	4·08 years	March 1859	May 1864	Rock	28
122	5·08 years	July 1859	August 1864	Rock	29
122	3·17 years	February 1859	September 1863	Broken rock	30
237	...	About 6	years.	Hard rock with fissures	31
127	5·17 years	January 1857	December 1862	Trap rock	32
133	...	...	October 1862	Trap rock	33
132	5·25 years	October 1856	December 1862	Trap rock	34
133	5·08 years	October 1856	December 1862	Trap rock	35
136	4·25 years	May 1856	June 1862	Trap rock	36
273	4·00 years	August 1856	February 1862	Trap rock	37
147	3·75 years	January 1857	March 1861	Trap rock	38
565	Not known	1873	December 1877	Columnar basalt. It was originally intended that the line at this place should be in an open cutting, but, owing to numerous slips, due to the existence of clay between the basaltic columns, it was found necessary to construct an arched covered way and fill in above with moorum.	39
772	About 2 years	April 1883	October 1889	Loam	40
732	About 3 years	April 1883	October 1889	Loam	41
244	About 2 years	1884	1886	Black trap rock	42
289	About 2½ years	1884	1890	Limestone rock	43

½ lakhs of rupees each, are not included in this statement.

CHAPTER III.

STATISTICS OF INDIAN RAILWAYS, 1896 AND 1897.

REVIEW OF EXPENDITURE ON WORKING.

Summary of working expenses and their percentages on gross earnings.

The following is a summary of the total working expenses under main heads of account on Indian railways, and their percentages on the gross earnings, which (excluding steam-boat service) were ₹25,44,14,572* in 1897, compared with ₹25,19,55,537* in 1896:

1896.			1897.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . .	3,16,02,919	12·54	Maintenance . .	3,23,61,654	12·72
Locomotive . .	4,02,73,647	15·98	Locomotive . .	4,04,45,871	15·90
Carriage and wagon .	1,08,95,547	4·32	Carriage and wagon .	1,14,74,118	4·51
Traffic . . .	2,01,41,657	7·99	Traffic . . .	2,10,25,019	8·26
General . . .	†1,27,28,741	5·05	General . . .	†1,32,22,255	5·20
Miscellaneous . .	‡36,41,036	1·45	Miscellaneous . .	‡43,11,808	1·69
TOTAL .	‖11,98,48,775	47·57	TOTAL .	‖12,32,49,074	48·44

For the different gauges separately the figures were on the standard gauge lines:

1896.			1897.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . .	2,39,92,028	12·85	Maintenance . .	2,40,77,841	12·76
Locomotive . . .	2,93,70,322	15·73	Locomotive . .	2,96,35,276	15·70
Carriage and wagon .	79,01,966	4·23	Carriage and wagon .	86,75,803	4·60
Traffic . . .	1,44,37,947	7·73	Traffic . . .	1,50,25,347	7·96
General . . .	†81,47,475	4·36	General . . .	†83,87,506	4·44
Miscellaneous . .	‡28,29,675	1·52	Miscellaneous . .	‡34,28,612	1·82
TOTAL .	‖8,72,44,641	46·73	TOTAL .	‖8,96,38,734	47·50

For the metre gauge lines:*

1896.			1897.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . .	74,23,346	11·66	Maintenance . .	80,64,500	12·59
Locomotive . .	1,06,33,200	16·70	Locomotive . .	1,05,03,786	16·40
Carriage and wagon .	28,88,675	4·54	Carriage and wagon .	27,00,627	4·22
Traffic . . .	55,54,908	8·72	Traffic . . .	58,22,112	9·09
General . . .	44,46,640	6·99	General . . .	46,61,645	7·28
Miscellaneous .	7,94,797	1·25	Miscellaneous . .	8,57,760	1·34
TOTAL .	3,17,41,566	49·86	TOTAL .	3,26,10,430	50·92

* Excluding the West of India Portuguese and the Pondicherry railways.

† Including expenditure incurred direct by the State on state lines leased to companies.

‡ Including one-fifth share of net earnings paid by the Tarkessur railway to the East Indian railway, ₹39,251 for 1896 and ₹40,641 for 1897.

‖ Including ₹5,65,229 for 1896 and ₹4,08,349 for 1897 paid by the North Western State and the Great Indian Peninsula railways, as rent of leased lines, not included under any of the above heads.

On the special gauge lines:

1896.			1897.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . .	1,87,545	11·86	Maintenance . .	2,19,313	13·20
Locomotive . .	2,70,125	17·08	Locomotive . .	3,06,809	18·47
Carriage and wagon .	1,04,906	6·64	Carriage and wagon .	97,688	5·88
Traffic . . .	1,48,802	9·41	Traffic . . .	1,77,560	10·69
General . . .	1,34,626	8·51	General . .	1,73,104	10·42
Miscellaneous . .	16,564	1·05	Miscellaneous . .	25,436	1·53
TOTAL .	8,62,568	54·55	TOTAL .	9,99,910	60·19

2. In the appendices, pages ii to cxv, will be found full details, by half-years, of the working expenses on Indian railways for 1897. The following paragraphs briefly review the salient points connected with the expenses on working of the standard and metre gauge railways for the same period, as compared with 1896, on an annual basis.

Maintenance of way, works and stations.

Maintenance expenses per mean mile maintained (standard gauge).

3. During the year the total expenses on maintenance of way, works and stations of the standard gauge lines amounted to ₹2,40,53,678* or an average rate of ₹2,041 per mean mile maintained on the total mean mileage (miles 11,785·90)† of these lines; while in 1896 the expenses were, on the standard gauge lines, ₹2,39,57,467, ‡ giving an average of ₹2,110 per mean mile maintained on a total mean mileage of 11,354·48 miles.

Maintenance expenses per mean mile maintained (metre gauge).

4. Similarly, on the metre gauge lines § the total expenses on maintenance of way, works and stations amounted to ₹80,42,116, averaging ₹975 per mean mile maintained on the total mean mileage (miles 8,250·48) of these lines; the corresponding expenses in 1896 on metre gauge lines amounted to ₹74,22,636, || or an average of ₹930 per mean mile maintained on a total mean mileage of 7,983·38 miles.

Maintenance expenses per mile of track, including sidings (standard gauge).

5. On the standard gauge lines the cost of maintenance per mile of track, including sidings, is compared in the following table:

Classification number.	RAILWAY.	1896.		1897.	
		Mean age of line.	Cost per mile of track, including sidings.	Mean age of line.	Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
I	East Indian, including— . .	30·82	1,681	31·75	1,571
XXI	Delhi-Umballa-Kalka .	5·87		6·80	
XXII	Tarkessur . . .	12·00		13·00	
II	Bengal Central . . .	13·20	1,027	14·20	1,076
III	Bengal-Nágpur . . .	8·27	928	9·27	840
IV	Indian Midland, including— .	9·21	653	10·21	644
V & XXXI	Bhopal-Itársi . . .	12·54		13·54	
XXIX	Bína-Goona . . .	2·00		3·00	
XXX	Bhopal-Ujjain . . .	2·00		3·00	
XI	North-Western State, including—	16·20	1,709	16·66	1,621†
XII	Hyderabad-Shadipalli .	4·37		5·37	
XXIII	Southern Punjab (Delhi-Samásata)** . .	...		0·14	
XXXVI	Rájpura-Bhátinda . .	7·94		8·94	
XXXVII	Jammu and Kashmir .	6·80		7·80	

* Including the Cawnpore-Burhwal railway (metre gauge link), but excluding ₹24,163 incurred for repairs of flood damages on the Bezwada extension railway during 1895.
† Excluding the Southern Punjab (Delhi-Samasata) railway which was maintained at the cost of capital.
‡ Excluding ₹34,561 incurred for repairs of flood damages on the Bezwada extension railway.
§ Excluding the West of India Portuguese, the Pondicherry and the Cawnpore-Burhwal (metre gauge link) railways.
|| Excluding ₹710 incurred direct by the State on the Palanpur-Deesa railway.
** Opened for traffic during 1897.

Maintenance expenses per mile of track, including sidings (standard gauge)—concld.

Classification number.	Railway.	1896. Mean age of line.	1896. Cost per mile of track, including sidings.	1897. Mean age of line.	1897. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
XIII	Oudh and Rohilkhand State* .	18·52	1,398	18·26	1,353
XIV	Eastern Bengal State . .	26·89	1,760	27·52	1,774
XV	Calcutta Port Commissioners' .	15·09	1,153	16·09	1,608
XVI	East Coast State . . .	2·67	871	3·52	687
XVIII	Great Indian Peninsula, including—	32·33		33·33	
VII	Wardha Coal . . .	20·66		21·66	
VIII	Dhond-Manmád . .	18·74	2,131	19·74	2,066
XXVII	Khámgaon . . .	26·83		27·83	
XXVIII	Amráoti	25·87		26·87	
XIX	Bombay, Baroda and Central India, including—	30·34		31·34	
VI	Godhra-Rutlam-Nágdá .	2·74		3·74	
XXXIII	Nágdá-Ujjain† . . .	0·46	3,003	1 46	3,382
XXXIV	The Gaekwar's Petlád .	6·66		7·66	
XX	Madras, including—	32·70		33·70	
X	Madras-Ennúr section (Bezwada-Madras)† .	0·86	1,247	1·86	1,231
XXXV	Kolar Gold-fields . .	2·59		3·59	
XXXII	The Nizam's Guaranteed State, including—	14·02		15·02	
IX	Bezwada extension (East Coast State) .	7·89	1,307	8·89	1,430

The expenses on permanent-way per mile of track, including sidings, compare as follows :

Classification number.	Railway.	1896.	1897.
		₹	₹
I	East Indian, including—		
XXI	Delhi-Umballa-Kalka	983	852
XXII	Tarkessur		
II	Bengal Central	761	759
III	Bengal-Nágpur	470	304
IV	Indian Midland, including—		
V & XXXI	Bhopal-Itársi	386	400
XXIX	Bína-Goona		
XXX	Bhopal-Ujjain		
XI	North Western State, including—		
XII	Hyderabad-Shadipalli		
XXIII	Southern Punjab (Delhi-Samásata)‡ . . .	851	§843
XXXVI	Rájpura-Bhátinda		
XXXVII	Jammu and Kashmir		
XIII	Oudh and Rohilkhand State*	710	803
XIV	Eastern Bengal State	‖842	‖1,007
XV	Calcutta Port Commissioners'	564	851
XVI	East Coast State	353	322
XVIII	Great Indian Peninsula, including—		
VII	Wardha Coal		
VIII	Dhond-Manmád	881	1,006
XXVII	Khámgaon		
XXVIII	Amráoti		
XIX	Bombay, Baroda and Central India, including—		
VI	Godhra-Rutlam-Nágdá	‖1,017	‖1,183
XXXIII	Nágdá-Ujjain†		
XXXIV	The Gaekwar's Petlád		
XX	Madras, including—		
X	Madras-Ennúr section (Bezwada-Madras)† .	525	546
XXXV	Kolar Gold-fields		
XXXII	The Nizam's Guaranteed State, including—	485	626
IX	Bezwada extension (East Coast State) .		

* Including the Cawnpore-Burhwal railway (metre gauge *link*).
† Opened for traffic during 1896.
‡ Opened for traffic during 1897.
§ Excluding the Southern Punjab (Delhi-Samasata) railway which was maintained at the cost of capital.
‖ Approximate figures.

Maintenance expenses per mile of track, including sidings (metre gauge).

6. On the metre gauge lines the cost of maintenance per mile of track, including sidings, was:

Classification number.	Railway.	1896. Mean age of line.	1896. Cost per mile of track, including sidings.	1897. Mean age of line.	1897. Cost per mile of track, including sidings.
XXXIX	Bengal and North-Western—	Years.	₹	Years.	₹
	Tirhoot section	12·87	797	13·87	809
	Company's section	9·64		10·60	
XLI	Rajputana-Malwa, including—	17·30		18·30	
XLII	Pálanpur-Deesa	3·15		4·15	
LVIII	Ahmedabad-Parántíj*	...	846	0·53	913
LXIII	The Gaekwar's Mehsána	6·82		7·82	
LXX	Oodeypore-Chitor	2·00		3·00	
XLIII	Southern Mahratta, including—	10·42		11·42	
XLIV	Guntakal-Mysore frontier	4·13		5·13	
XLV	Mysore section (Southern Mahratta)	10·78	688	11·78	698
LXIV	Kolhápur	5·70		6·70	
LXV	Yesvantpur-Mysore frontier	3·59		4·59	
LXVI	Mysore-Nanjangúd	5 08		6·08	
XLVI	South Indian, including—	16·37	892	17·37	937
XLVII	Máyavaram-Mutupet				
LXXVII	Pondicherry				
XLVIII	Assam-Bengal	1·04	725	1·98	758
XLIX	Burma †	9·25	1,253	10·27	1,205
L	Eastern Bengal State—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	13·76	843	14·76	962
	Dacca section	11·48		12·48	
LIII	Deoghur	13·88	870	14·88	774
LIV	Rohilkund and Kumaon, including—	12·25	621	13·25	586
XL	Lucknow-Bareilly section	8·17		9·16	
LV	Bengal Dooars	3·74	478	4·74	613
LVI	Dibru-Sadiya	12·99	1,111	13·99	3,081
LXIX	Jodhpore-Bickaneer—				
	Jodhpore section	7·38	361	8·38	244
	Bickaneer section	5·06	230	6·06	238
LXXI	Bhávnagar-Gondal-Junágad-Porbandar, including—	12·43	633	13·43	646
LXXII	Jetalsar-Rájkot	3·72		4·72	
LXXIII	Jámnagar*	...		0·73	

The expenses on permanent-way per mile of track, including sidings compare as follows:

Classification number.	Railway.	1896.	1897.
XXXIX	Bengal and North-Western—	₹	₹
	Tirhoot section	405	394
	Company's section		
XLI	Rajputana-Malwa, including—		
XLII	Pálanpur-Deesa		
LVIII	Ahmedabad-Parántíj*	471‡	586‡
LXIII	The Gaekwar's Mehsána		
LXX	Oodeypore-Chitor		
XLIII	Southern Mahratta, including—		
XLIV	Guntakal-Mysore frontier		
XLV	Mysore section (Southern Mahratta)		
LXIV	Kolhápur	335	336
LXV	Yesvantpur-Mysore frontier		
LXVI	Mysore-Nanjangúd		

* Opened for traffic during 1897.
† The working of this line has been transferred to a company from the 1st September 1896.
‡ Approximate figures.

Expenses on permanent-way per mile of track, including sidings (metre gauge)—concld.

Classification number.	Railway.	1896.	1897.
		₹	₹
XLVI	South Indian, including—		
XLVII	Máyavaram-Mutupet	560	652
LXXVII	Pondicherry		
XLVIII	Assam-Bengal	390	445
XLIX	Burma*	788	675
L	Eastern Bengal State—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	402†	434†
	Dacca section		
LIV	Rohilkund and Kumaon, including—	287	289
XL	Lucknow-Bareilly section		
LV	Bengal Dooars	284	283
LVI	Dibru-Sadiya	735	2,627
LXIX	Jodhpore-Bickaneer—		
	Jodhpore section	287	175
	Bickaneer section	185	189
LXXI	Bhávnagar-Gondal-Junágad-Porbandar, including—		
LXXII	Jetalsar-Rájkot	365	379
LXXIII	Jámnagar‡		

Maintenance expenses per 1,000 gross ton-miles (standard gauge).

7. The maintenance charges per 1,000 gross ton-miles of traffic, on the standard gauge lines, are shown in the following table:

Classification number.	Railway.	1896.		1897.	
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.	Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.
		Miles.	₹	Miles.	₹
I	East Indian, including—				
XXI	Delhi-Umballa-Kalka	2,301,961	1·08	2,546,371	0·91
XXII	Tarkessur				
II	Bengal Central	§	§	835,313	1·51
III	Bengal-Nágpur	682,615	1·51	735,735	1·28
IV	Indian Midland, including—				
V & XXXI	Bhopal-Itársi	538,219	1·29	601,823	1·17
XXIX	Bína-Goona				
XXX	Bhopal-Ujjain				
XI	North Western State, including—				
XII	Hyderabad-Shadipalli				
XXIII	Southern Punjab (Delhi Samá-sata)‡	970,715	2·25	937,408	2·11
XXXVI	Rájpura-Bhátinda				
XXXVII	Jammu and Kashmir				
XIII	Oudh and Rohilkhand State‖	942,219	1·71	807,437	1·89
XIV	Eastern Bengal State	1,767,066¶	1·32¶	2,578,344	1·17
XVI	East Coast State	577,898	1·73	590,644	1·34
XVIII	Great Indian Peninsula, including—				
VII	Wardha Coal				
VIII	Dhond-Manmád	1,732,279	1·84	1,642,347	1·88
XXVII	Khamgáon				
XXVIII	Amráoti				
XIX	Bombay, Baroda and Central India, including—				
VI	Godhra-Rutlam-Nágdá	1,626,849	2·44	1,477,480	3·06
XXXIII	Nágdá-Ujjain**				
XXXIV	The Gaekwar's Petlád				
XX	Madras, including—				
X	Madras-Ennúr section (Bezwada Madras)**	860,759	1·76	915,422	1·64
XXXV	Kolar Gold-fields				
XXXII	The Nizam's Guaranteed State, including—				
IX	Bezwada extension (East Coast State).	795,384	1·79	973,358	1·61

* The working of this line has been transferred to a company from the 1st September 1896.
† Approximate figures.
‡ Opened for traffic during 1897.
§ Included with the Eastern Bengal State railway.
‖ Including the Cawnpore-Burhwal railway (metre gauge link).
¶ Including the Bengal Central railway.
** Opened for traffic during 1896.

Maintenance expenses per 1,000 gross ton-miles (metre gauge).

8. On the metre gauge lines the maintenance charges per 1,000 gross ton-miles of traffic were:

Classification number.	Railway.	1896.		1897.	
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.	Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.
		Miles.	₹	Miles.	₹
XXXIX	Bengal and North-Western—				
	Tirhoot section	480,651	1·88	513,507	1·74
	Company's section				
XLI	Rajputana-Malwa, including—				
XLII	Pálanpur-Deesa				
LVIII	Ahmedabad-Parántíj*	616,453	1·57	577,864	1·83
LXIII	The Gaekwar's Mehsána				
LXX	Oodeypore-Chitor				
XLIII	Southern Mahratta, including—				
XLIV	Guntakal-Mysore frontier				
XLV	Mysore section (Southern Mahratta)	413,780	1·82	465,734	1·65
LXIV	Kolhápur				
LXV	Yesvantpur-Mysore frontier				
LXVI	Mysore-Nanjangúd				
XLVI	South Indian, including—				
XLVII	Máyavaram-Mutupet	518,419	1·94	523,007	2·02
LXXVII	Pondicherry				
XLVIII	Assam-Bengal	307,027	2·87	256,557	3·31
XLX	Burma	531,985	2·74	612,051	2·29
L	Eastern Bengal State—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	524,124	1·86	504,910	2·21
	Dacca section				
LIV	Rohilkund and Kumaon, including—	289,789	2·27	284,077	2·20
XL	Lucknow-Bareilly section				
LXIX	Jodhpore-Bickaneer—				
	Jodhpore section	188,875	1·97	192,709	1·31
	Bickaneer section	147,726	1·59	176,724	1·38
LXXI	Bhávnagar-Gondal-Junágad-Porbandar, including—	235,903	2·94	244,725	2·84
LXXII	Jetalsar-Rájkot				
LXXIII	Jámnagar*				

Locomotive expenses.

Locomotive expenses per train-mile (standard gauge).

9. The locomotive expenses on the standard gauge lines † open for traffic amounted to ₹2,95,91,162 on a train-mileage of 47,126,333, giving an average cost of 10·05 annas per train-mile, while in 1896 the expenditure on standard gauge lines † was ₹2,93,26,654 on a train-mileage of 44,264,683, or an average of 10·60 annas per train-mile.

Locomotive expenses per train-mile (metre gauge).

10. On the metre gauge lines ‡ open for traffic during the year the total expenses were ₹1,05,10,638, the train-mileage 21,620,640, and the average cost per train-mile 7·78 annas; corresponding figures for the metre gauge lines‡ open for traffic in 1896 being, total expenses ₹1,06,41,188, train-mileage 20,549,667 and average cost per train-mile 8·29 annas.

* Opened for traffic during 1897.
† Excluding the Calcutta Port Commissioners' railway.
‡ Excluding the West of India Portuguese railway.

Locomotive expenses per train-mile (standard gauge).

11. The locomotive expenses per train-mile, on the standard gauge lines, are shown in the table below:

Classification number.	Railway.	1896. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1896. Average cost of fuel per ton. *	1896. Train-mileage per mean mile worked.	1896. Locomotive expenses per train-mile.	1897. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1897. Average cost of fuel per ton. *	1897. Train-mileage per mean mile worked.	1897. Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
I	East Indian, including—								
XXI	Delhi-Umballa-Kalka	60·93	1·91	6,256	6·90	60·99	1·87	6,869	5·95
XXII	Tarkessur								
II	Bengal Central . . .	†	†	†	†	49·43	5·17	3,251	5·54
III	Bengal-Nágpur . . .	46·70	3·61	1,823	10·28	47·15	3·02	2,088	7·96
IV	Indian Midland, including—								
V & XXXI	Bhopal-Itársi								
XXIX	Bína-Goona	51·50	7·96	1,704	11·56	48·99	8·21	1,859	11·70
XXX	Bhopal-Ujjain								
XI	North Western State, including—								
XII	Hyderabad-Shadipalli								
XXIII	Southern Punjab (Delhi Sámasata) ‡	41·89	13·19	3,081	11·89	42·98	9·46	2,999	11·79
XXXVI	Rájpura-Bhátinda								
XXXVII	Jammu and Kashmir								
XIII	Oudh and Rohilkhand State	39·66	9·70	3,051	7·20	39·90	10·60	2,827	9·53
XIV	Eastern Bengal State . .	48·01§	6·09‖	5,726§	6·98§	48·23	5·10‖	8,044	9·09
XVI	East Coast State . .	55·62	8·64	1,846	11·79	48·44	8·58	1,906	11·10
XVIII	Great Indian Peninsula, including—								
VII	Wardha Coal								
VIII	Dhond-Manmád	45·62	10·19	6,039	13·05	42·70	8·56	6,100	12·27
XXVII	Khámgaon								
XXVIII	Amráoti								
XIX	Bombay, Baroda and Central India, including—								
VI	Godhra-Rutlam-Nágdá	61·33	16·61‖	4,558	17·34	56·34	16·76‖	4,383	15·70
XXXIII	Nágdá-Ujjain ¶ . .								
XXXIV	The Gaekwar's Petlád								
XX	Madras, including—								
XXXV	Kolar Gold-fields . .	51·91	13·86	2,971	13·49	51·19	7·38	3,087	13·12
X	Madras-Ennúr section (Bezwada-Madras) ¶								
XXXII	The Nizam's Guaranteed State, including—								
IX	Bezwada extension (East Coast State.)	54·40	4·59	2,193	9·23	60·48	4·56	2,564	8·36

Locomotive expenses per train-mile (metre gauge).

12. On the metre gauge lines the locomotive expenses per train-mile were:

Classification number.	Railway.	1896. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1896. Average cost of fuel per ton. *	1896. Train-mileage per mean mile worked.	1896. Locomotive expenses per train-mile.	1897. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1897. Average cost of fuel per ton. *	1897. Train-mileage per mean mile worked.	1897. Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
XXXIX	Bengal and North-Western—								
	Tirhoot section	28·40	7·56	2,350	4·69	27·35	6·71	2,499	4·13
	Company's section								
XLI	Rajputana-Malwa, including—								
XLII	Pálanpur-Deesa								
LVIII	Ahmedabad Parántij ‡	35·42	16·39‖	2,945	10·24	32·71	16·81‖	2,778	9·75
LXIII	The Gaekwar's Mehsána								
LXX	Oodeypore-Chitor								
XLIII	Southern Mahratta, including—								
XLIV	Guntakal-Mysore frontier								
XLV	Mysore section (Southern Mahratta).	32·55	8·86	2,385	7·71	32·86	6·13	2,643	7·42
LXIV	Kolhápur								
LXV	Yesvantpur-Mysore frontier								
LXVI	Mysore-Nanjangúd								

* Calculated on the actual weight.
† Included with the Eastern Bengal State railway.
‡ Opened for traffic during 1897.
§ Including the Bengal Central railway.
‖ Approximate figures.
¶ Opened for traffic during 1896.

Locomotive expenses per train-mile (metre gauge)—concld.

Classification number.	Railway.	1896. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1896. Average cost of fuel per ton. *	1896. Train-mileage per mean mile worked.	1896. Locomotive expenses per train-mile.	1897. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1897. Average cost of fuel per ton. *	1897. Train-mileage per mean mile worked.	1897. Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
XLVI XLVII LXXVII	South Indian, including— Máyavaram-Mutupet Pondicherry	29·50	14·31	3,170	8·47	33·08	9·76	3,300	7·79
XLVIII	Assam-Bengal	37·59	14·34	1,571	9·19	40·19	11·16	1,328	8·35
XLIX	Burma	33·68	12·11	2,843	9·28	34·32	7·93	3,164	8·75
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch). Dacca section	32·25	† 7·20	3,039	5·87	29·30	† 6·07	2,945	5·62
LIII	Deoghur	46·15	6·19	2,544	6·10	55·23	4·00	2,794	7·42
LIV XL	Rohilkund and Kumaon, including— Lucknow-Bareilly section	29·87	7·56	1,652	5·74	24·61	3·50	1,687	5·08
LV	Bengal Dooars	24·39	18·26	1,274	7·34	‖ 26·63	16·52	1,687	6·66
LVI LVII	Dibru-Sadiya, including— Ledo and Tikak-Margherita Colliery‡	39·91	8·48	2,438	6·24	45·05	8·49	2,408	6·78
LXIX	Jodhpore-Bickaneer— Jodhpore section Bickaneer section	27·83 26·93	22·57 22·50	1,007 820	8·15 8·01	27·25 26·15	20·87 20·88	1,035 1,135	7·59 7·35
LXXI LXXII LXXIII	Bhávnagar-Gondal-Junágad-Porbandar, including— Jetalsar-Rájkot Jámnagar ‡	30·51	21·02	1,567	8·96	29·81	22·80	1,472	9·37

Locomotive expenses per 1,000 gross ton-miles (standard gauge).

13. The locomotive expenses, on the standard gauge lines, based on the cost per 1,000 gross ton-miles hauled, give the following results:

Classification number.	Railway.	1896. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1896. Ton-mileage hauled per mean mile worked.	1896. Locomotive expenses per 1,000 gross ton-miles.	1897. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1897. Ton-mileage hauled per mean mile worked.	1897. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
I XXI XXII	East Indian, including— Delhi-Umballa-Kalka Tarkessur	165·59	2,301,961	1·17	164·53	2,546,371	1·00
II	Bengal Central	§	§	§	192·02	835,313	1·35
III	Bengal-Nágpur	124·73	682,615	1·72	133·79	735,735	1·41
IV V & XXXI XXIX XXX	Indian Midland, including— Bhopal-Itársi Bína-Goona Bhopal-Ujjain	163·08	538,219	2·29	151·37	601,823	2·26
XI XII XXIII XXXVI XXXVII	North Western State, including— Hyderabad-Shadipalli Southern Punjab (Delhi-Samásata) ‡ Rájpura-Bhátinda Jammu and Kashmir	132·97	970,715	2·36	137·50	937,408	2·36
XIII	Oudh and Rohilkhand State	128·43	942,219	1·46	‖ 129·26	‖ 807,437	‖ 1·93
XIV	Eastern Bengal State	¶ 155·56	¶ 1,767,003	¶ 1·41	150·47	2,578,344	1·77
XVI	East Coast State	177·65	577,898	2·35	156·34	590,644	2·24
XVIII VII VIII XXVII XXVIII	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	159·06	1,732,279	2·84	158·59	1,642,347	2·85
XIX VI XXXIII XXXIV	Bombay, Baroda and Central India, including— Godhra-Rutlam-Nágdá Nágdá-Ujjain ** The Gaekwar's Petlád	171·84	1,626,849	3·04	167·11	1,477,480	2·91
XX XXXV X	Madras, including— Kolar Gold-fields Madras-Ennúr section (Bezwada-Madras) **	179·17	860,759	2·91	172·61	915,422	2·76
XXXII IX	The Nizam's Guaranteed State, including— Bezwada extension (East Coast State)	149·98	795,384	1·59	159·33	973,358	1·38

* Calculated on the actual weight.
† Approximate figures.
‡ Opened for traffic during 1897.
§ Included with the Eastern Bengal State railway.
‖ Including the Cawnpore-Burhwal railway (metre gauge link.)
¶ Including the Bengal Central railway.
** Opened for traffic during 1896.

Locomotive expenses per 1,000 gross ton-miles (metre gauge).

14. For the metre gauge lines a similar comparison gives:

Classification number.	Railway.	1896. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1896. Ton-mileage hauled per mean mile worked.	1896. Locomotive expenses per 1,000 gross ton-miles.	1897. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1897. Ton-mileage hauled per mean mile worked.	1897. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
XXXIX	Bengal and North-Western— Tirhoot section / Company's section	138·88	480,651	1·43	133·11	513,507	1·26
XLI	Rajputana-Malwa, including—						
XLII	Pálanpur-Deesa						
LVIII	Ahmedabad-Parántij*						
LXIII	The Gaekwar's Mehsána	169·23	616,453	3·06	157·29	577,864	2·93
LXX	Oodeypore-Chitor						
XLIII	Southern Mahratta, including—						
XLIV	Guntakal-Mysore frontier						
XLV	Mysore section (Southern Mahratta).						
LXIV	Kolhápur	187·64	413,780	2·78	186·47	465,734	2·63
LXV	Yesvantpur-Mysore frontier						
LXVI	Mysore-Nanjangúd						
XLVI	South Indian, including—						
XLVII	Máyavaram-Mutupet	180·41	518,419	3·24	208·66	523,007	3·07
LXXVII	Pondicherry						
XLVIII	Assam-Bengal	192·34	307,027	2·94	208·12	256,557	2·70
XLIX	Burma	179·98	531,985	3·10	177·54	612,051	2·83
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) / Dacca section	187·00	524,124	2·13	170·96	504,910	2·05
LIV	Rohilkund and Kumaon, including—	170·24	289,788	2·04	146·17	284,077	1·89
XL	Lucknow-Bareilly section						
LXIX	Jodhpore-Bickaneer—						
	Jodhpore section	148·46	188,875	2·72	146·30	192,709	2·55
	Bickaneer section	150·59	147,726	2·80	168·01	176,724	2·95
LXXI	Bhávnagar-Gondal-Junágad-Porbandar, including—	201·67	237,128	3·70	182·25	240,712	3·52
LXXII	Jetalsar-Rájkot						
LXXIII	Jámnagar *						

Locomotive expenses: cost of fuel.

15. The average prices of fuel per ton varying—as will be noticed from the foregoing paragraphs—from ₹1·91 on the East Indian railway to ₹22·57 on the Jodhpore section of the Jodhpore-Bickaneer railway in 1896 and from ₹1·87 on the East Indian railway to ₹22·80 on the Bhávnagar-Gondal-Junágad-Porbandar railway system in 1897, render any comparison of working on the different lines on the basis of locomotive cost very misleading. A better comparison can be made if the cost of fuel be deducted from the locomotive expenses per 1,000 gross ton-miles, as in the following tables:

* Opened for traffic during 1897.

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge).

16. Excluding the cost of fuel the locomotive expenses on the standard gauge lines compare as follows:

Classification number.	Railway.	1896.	1897.
		£	£
I	East Indian, including—	1·03	0·87
XXI	Delhi-Umballa-Kalka		
XXII	Tarkessur	*	0·79
II	Bengal Central	1·49	1·21
III	Bengal-Nagpur		
IV	Indian Midland, including—	1·51	1·47
V & XXXI	Bhopal-Itársi		
XXIX	Bína-Goona		
XXX	Bhopal-Ujjain		
XI	North Western State, including—		
XII	Hyderabad-Shadipalli	1·47	1·43
XXIII	Southern Punjab (Delhi-Samásta) †		
XXXVI	Rájpura-Bhátinda		
XXXVII	Jammu and Kashmir		
XIII	Oudh and Rohilkhand State	0·90	1·32 ‡
XIV	Eastern Bengal State	0·90 § & ‖	1·34 §
XVI	East Coast State	1·65	1·59
XVIII	Great Indian Peninsula, including—		
VII	Wardha Coal		
VIII	Dhond-Manmád	1·99	2·03
XXVII	Khámgaon		
XXVIII	Amráoti		
XIX	Bombay, Baroda and Central India, including—		
VI	Godhra-Rutlam Nágdá	1·82 §	1·17 §
XXXIII	Nágdá-Ujjain ¶		
XXXIV	The Gaekwar's Petlád		
XX	Madras, including—		
XXXV	Kolar Gold-fields	1·70	1·61
X	Madras-Ennúr section (Bezwada-Madras) ¶		
XXXII	The Nizam's Guaranteed State, including—	1·25	1·02
IX	Bezwada extension (East Coast State)		

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (metre gauge).

17. The locomotive expenses, excluding the cost of fuel, of the metre gauge lines were:

Classification number.	Railway.	1896.	1897.
		£	
XXXIX	Bengal and North-Western—		
	Tirhoot section	0·96	0·86
	Company's section		
XLI	Rajputana-Malwa, including—		
XLII	Pálanpur-Deesa		
LVIII	Ahmedabad Paránt́j†	1·83 §	1·76 §
LXIII	The Gaekwar's Meshána		
LXX	Oodeypore-Chitor		
XLIII	Southern Mahratta, including—		
XLIV	Guntakal-Mysore frontier		
XLV	Mysore section (Southern Mahratta)	1·94	1·81
LXIV	Kolhapur		
LXV	Yesvantpur-Mysore frontier		
LXVI	Mysore-Nanjangúd		
XLVI	South Indian, including—		
XLVII	Máyavaram-Mutupet	1·80	1·73
LXXVII	Pondicherry		
XLVIII	Assam Bengal	1·57	1·55
XLIX	Burma	1·97	1·87
L	Eastern Bengal State—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	1·42 §	1·48 §
	Dacca section		
LIV	Rohilkund and Kumaon, including—	1·47	1·33
XL	Lucknow-Bareilly section		
LXIX	Jodhpore-Bickaneer—		
	Jodhpore section	1·22	1·18
	Bickaneer section	1·29	1·38
LXXI	Bhávnagar-Gondal-Junágad-Porbandar, including—		
LXXII	Jetalsar-Rájkot	2·09	1·91
LXXIII	Jámnagar†		

* Included with the Eastern Bengal State railway.
† Opened for traffic during 1897.
‡ Including the Cawnpore-Burhwal railway (metre gauge link).
§ Approximate figures.
‖ Including the Bengal Central railway.
¶ Opened for traffic during 1896.

Carriage and wagon expenses.

Carriage and wagon expenses per 1,000 home vehicle-miles (standard gauge).

18. The carriage and wagon expenses for the standard gauge lines open for traffic, based on the cost per 1,000 home vehicle-miles, are shown in the following table:

Classification number.	Railway.	1896. Total vehicle-mileage.	1896. Average mileage per coaching vehicle.	1896. Average mileage per goods vehicle.	1896. Carriage and wagon expenses per 1,000 home vehicle-miles.	1897. Total vehicle-mileage.	1897. Average mileage per coaching vehicle.	1897. Average mileage per goods vehicle.	1897. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	£	Miles.	Miles.	Miles.	£
I, XXI, XXII	East Indian, including— Delhi-Umballa-Kalka, Tarkessur	303,433,716	64,133	21,706	5·51	330,775,066	63,677	23,757	5·36
II	Bengal Central	*	*	*	*	7,313,734	40,697	6,244	3·00
III	Bengal-Nágpur	57,704,865	42,693	12,579	4·40	57,147,929	41,950	12,466	4·80
IV, V & XXXI, XXIX, XXX	Indian Midland, including— Bhopal-Itársi, Bina-Goona, Bhopal-Ujjain	32,768,253	33,315	8,820	8·04	36,650,955	32,036	10,789	8·01
XI, XII, XXIII, XXXVI, XXXVII	North Western State, including— Hyderabad-Shadipalli, Southern Punjab (Delhi-Samásata)†, Rájpura-Bhátinda, Jammu and Kashmir	182,838,083	31,790	11,386	8·74	199,907,313	32,806	11,927	6·07
XIII	Oudh and Rohilkhand State	61,793,098 §	43,937 §	8,682 §	10·68 §	58,956,430	36,897	8,676	11·81
XIV	Eastern Bengal State	47,375,838	37,088	13,844	8·02	43,221,610	35,367	13,763	6·12
XVI	East Coast State	16,034,297	27,518	7,596	4·71	19,480,734	34,944	6,941	5·35
XVIII, VII, VIII, XXVII, XXVIII	Great Indian Peninsula, including— Wardha Coal, Dhond-Manmád, Khámgaon, Amráoti	166,525,426	31,531	14,020	9·59	155,606,883	31,869	12,551	14·77
XIX, VI, XXXIII, XXXIV	Bombay, Baroda and Central India, including— Godhra-Rutlam-Nágdá, Nágdá-Ujjain‖, The Gaekwar's Petlád	71,502,266	45,167	11,677	9·01	69,320,590	46,447	11,016	14·15
XX, X, XXXV	Madras, including— Madras-Ennúr section (Bezwada-Madras) ‖, Kolar Gold-fields	53,982,583	30,339	11,318	11·64	59,667,139	30,110	12,857	10·32
XXXII, IX	The Nizam's Guaranteed State, including— Bezwada extension (East Coast State)	19,598,406	45,087	16,646	5·62	20,755,660	44,968	17,054	5·70

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge).

19. On the metre gauge lines the carriage and wagon expenses, based on the cost per 1,000 home vehicle-miles, were:

Classification number.	Railway.	1896. Total vehicle-mileage.	1896. Average mileage per coaching vehicle.	1896. Average mileage per goods vehicle.	1896. Carriage and wagon expenses per 1,000 home vehicle-miles.	1897. Total vehicle-mileage.	1897. Average mileage per coaching vehicle.	1897. Average mileage per goods vehicle.	1897. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	£	Miles.	Miles.	Miles.	£
XXXIX	Bengal and North-Western— Tirhoot section, Company's section	47,098,594	47,379	9,902	3·77	54,069,181	36,313	11,598	2·92
XLI, XLII, LXIII, LVIII, LXX	Rajputana-Malwa, including— Pálanpur-Deesa, The Gaekwar's Mehsána— Ahmedabad Parántij†, Oodeypore-Chitor	129,249,708	30,793	11,232	7·00	134,954,502	29,798	12,399	6·34
XLIII, XLIV, XLV, LXIV, LXV, LXVI	Southern Mahratta, including— Guntakal-Mysore frontier, Mysore section (Southern Mahratta), Kolhápur, Yesvantpur-Mysore frontier, Mysore-Nanjangúd	72,605,282	27,254	10,203	5·57	85,991,115	27,669	12,927	4·50

* Included with the Eastern Bengal State railway.
† Opened for traffic during 1897.
§ Including the Bengal Central railway.
‖ Opened for traffic during 1896.

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge)—concld.

Classification number.	Railway.	1896. Total vehicle-mileage.	1896. Average mileage per coaching vehicle.	1896. Average mileage per goods vehicle.	1896. Carriage and wagon expenses per 1,000 home vehicle-miles.	1897. Total vehicle-mileage.	1897. Average mileage per coaching vehicle.	1897. Average mileage per goods vehicle.	1897. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	₹	Miles.	Miles.	Miles.	₹
XLVI XLVII LXXVII	South Indian, including— Máyavaram-Mutupet Pondicherry	62,981,692	32,382	9,960	9·03	70,527,938	42,208	9,558	7·38
XLVIII	Assam-Bengal	5,027,469	16,503	4,128	6·31	9,163,606	29,146	4,891	2·63
XLIX	Burma	56,047,394	36,684	9,324	7·42	74,892,960	48,051	12,473	5·25
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	42,064,618	39,684	11,839	4·62	40,622,127	37,727	11,002	4·33
LIV XL	Rohilkund and Kumaon, including— Lucknow-Bareilly section	11,264,637	26,336	10,227	5·27	10,983,600	27,026	9,640	3·99
LXIX	Jodhpore-Bickaneer— Jodhpore section Bickaneer section	6,253,381 585,981	42,960	15,271	3·90 4·59	6,637,955 738,433	41,555	18,229	3·41 4·31
LXXI LXXII LXXIII	Bhávnagar-Gondal-Junágad-Porbandar, including— Jetalsar-Rájkot Jámnagar *	10,908,911	28,209	5,961	5·11	13,173,549	27,981	6,936	4·99

Traffic expenses.

Traffic expenses per train-mile (standard gauge).

20. The traffic expenses per train-mile, on the standard gauge lines, are shown in the following table:

Classification number.	Railway.	1896. Train-mileage per mean mile worked.	1896. Average distance between stations.	1896. Traffic expenses per train-mile.	1897. Train-mileage per mean mile worked.	1897. Average distance between stations.	1897. Traffic expenses per train-mile.
		Miles.	Miles.	Ans.	Miles.	Miles.	Ans.
I XXI XXII	East Indian, including— Delhi-Umballa-Kalka Tarkessur	6,256	6·93	4·53	6,869	6·85	4·43
II	Bengal Central	2,608	5·00	5·71	3,251	5·00	4·89
III	Bengal-Nágpur	1,823	9·16	5·51	2,088	9·16	4·91
IV V & XXXI XXIX XXX	Indian Midland, including— Bhopal-Itársi Bína-Goona Bhopal-Ujjain	1,704	7·81	4·93	1,859	7·69	4·79
XI XII XXIII XXXVI XXXVII	North Western State, including— Hyderabad-Shadipalli Southern Punjab (Delhi-Samásata)* Rájpura-Bhátinda Jammu and Kashmir	3,081	7·54	5·10	2,999	7·69	4·94
XIII LI	Oudh and Rohilkhand State, including— Cawnpore-Burhwal (metre gauge link)†	3,051	6·50	5·02	2,736	7·14	5·25
XIV	Eastern Bengal State	7,287	3·62	7·71	8,044	3·47	7·52
XVI	East Coast State	1,846	6·71	5·34	1,906	6·49	5·28
XVIII VII VIII XXVII XXVIII	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	6,039	6·87	5·18	6,100	6·87	5·70
XIX VI XXXIII XXXIV	Bombay, Baroda and Central India, including— Godhra-Rutlam-Nágdá Nágdá-Ujjain ‡ The Gaekwar's Petlád	4,558	5·78	6·20	4,383	5·85	6·09
XX X XXXV	Madras, including— Madras-Ennúr section (Bezwada-Madras)‡ Kolar Gold-fields	2,972	5·39	5·53	3,087	5·36	5·11
XXXII IX	The Nizam's Guaranteed State, including— Bezwada extension (East Coast State).	2,193	8·21	5·35	2,564	8·21	4·67

* Opened for traffic during 1897.
† Partly opened during 1896.
‡ Opened for traffic during 1896.

Traffic expenses per train-mile (metre gauge).

21. On the metre gauge lines the traffic expenses per train-mile were:

Classification number.	Railway.	1896.			1897.		
		Train-mileage per mean mile worked.	Average distance between stations.	Traffic expenses per train-mile.	Train-mileage per mean mile worked.	Average distance between stations.	Traffic expenses per train-mile.
		Miles.	Miles.	Ans.	Miles.	Miles.	Ans.
XXXIX	Bengal and North-Western—						
	Tirhoot section . . .	2,350	6·22	3·96	2,499	6·00	3·63
	Company's section . .						
XLI	Rajputana-Malwa, including—						
XLII	Pálanpur-Deesa						
LVIII	Ahmedabad-Parántij* .	2,945	7·18	4·47	2,778	7·22	4·81
LXIII	The Gaekwar's Mehsána						
LXX	Oodeypore-Chitor . .						
XLIII	Southern Mahratta, including—						
XLIV	Guntakal-Mysore frontier						
XLV	Mysore section (Southern Mahratta).						
LXIV	Kolhápur	2,385	7·61	3·91	2,643	7·54	3·52
LXV	Yesvantpur-Mysore frontier						
LXVI	Mysore-Nanjangúd						
XLVI	South Indian, including—						
XLVII	Máyavaram-Mutupet	3,170	6·61	3·67	3,300	6·61	3·74
LXXVII	Pondicherry						
XLVIII	Assam Bengal	1,571	6·97	6·65	1,328	8·01	6·70
XLIX	Burma	2,843	6·24	5·30	3,166	6·24	5·04
L	Eastern Bengal State—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	3,039	6·80	4·61	2,945	6·64	4·69
	Dacca section						
LIII	Deoghur.	2,544	4·79	6·37	2,794	4·79	6·25
LIV	Rohilkund and Kumaon, including—	1,652	6·34	4·02	1,687	6·34	4·14
XL	Lucknow-Bareilly section						
LV	Bengal Dooars. . . .	1,274	4·04	10·03	1,687	5·20	7·82
LVI	Dibru-Sadiya, including—						
LVII	Ledo and Tikak-Margherita Colliery† . . .	2,438	5·96	3·45	2,408	4·61	3·98
LXIX	Jodhpore-Bickaneer—						
	Jodhpore section . .	1,007	9·16	3·10	1,035	9·16	3·13
	Bickaneer section . .	826	14·50	3·57	1,135	14·50	2·82
LXXI	Bhávnagar-Gondal-Junágad-Porbandar, including—						
LXXII	Jetalsar-Rájkot	1,567	6·90	5·53	1,472	7·11	5·73
LXXIII	Jámnagar* . . .						

* Opened for traffic during 1897.
† Constituted a railway with effect from the 1st January 1897.

General charges.

General charges, percentage on gross earnings (standard and metre gauges).

22. The general charges, both of the standard and metre gauge lines, may fairly be compared on one basis, *viz.*, that of percentage on gross earnings excluding steam-boat service. Taking the lines on one list the charges vary as follows:

Classification number.	Railway.	1896. Gross earnings, excluding steam-boat service, per mean mile worked.	1896. General charges, per cent. on gross earnings, excluding steam-boat service.	1897. Gross earnings, excluding steam-boat service, per mean mile worked.	1897. General charges, per cent. on gross earnings, excluding steam-boat service.
	Standard gauge.	₹	Per cent.	₹	Per cent.
I	East Indian, including—				
XXI	Delhi-Umballa-Kalka	28,938	3·37	31,500	3·18
XXII	Tarkessur				
II	Bengal Central	7,466	11·90	9,105	10·26
III	Bengal-Nágpur	7,385	9·23	7,190	8·95
IV	Indian Midland, including—				
V & XXXI	Bhopal-Itársi	6,200	8·79	6,824	8·12
XXIX	Bína-Goona				
XXX	Bhopal-Ujjain				
XI	North Western State, including—				
XII	Hyderabad-Shadipalli				
XXIII	Southern Punjab (Delhi-Samásata)*	11,153	4·03	11,159	3·84
XXXVI	Rájpura-Bhátinda				
XXXVII	Jammu and Kashmir				
XIII	Oudh and Rohilkhand State				
LI	Cawnpore-Burhwal (metre gauge link)†	10,880	4·93	9,698	4·90
XIV	Eastern Bengal State	35,126	3·47	35,277	4·05
XV	Calcutta Port Commissioners'	51,751	3·42	46,135	3·95
XVI	East Coast State	4,881	8·86	5,225	10·36
XVIII	Great Indian Peninsula, including—				
VII	Wardha Coal	23,095	3·82	19,065	4·78
VIII	Dhond-Manmád				
XXVII	Khámgaon				*
XXVIII	Amráoti				
XIX	Bombay, Baroda and Central India, including—				
VI	Godhra-Rutlam-Nágdá	28,386	3·62	23,859	4·19
XXXIII	Nágdá-Ujjain‡				
XXXIV	The Gaekwar's Petlád				
XX	Madras, including—				
X	Madras-Ennúr section (Bezwada-Madras)‡	12,957	5·53	13,686	4·95
XXXV	Kolar Gold-fields				
XXXII	The Nizam's Guaranteed State, including—				
IX	Bezwada extension (East Coast State)	9,749	8·86	10,649	7·76
	Metre gauge.				
XXXIX	Bengal and North-Western—				
	Tirhoot section	6,992	7·40	6,635	7·12
	Company's section				
XLI	Rajputana-Malwa, including—				
XLII	Pálanpur-Deesa	11,027	5·73	10,169	6·09
LVIII	Ahmedabad-Parántij*				
LXIII	The Gaekwar's Mehsána				
LXX	Oodeypore-Chitor				
XLIII	Southern Mahratta, including—				
XLIV	Guntakal-Mysore frontier				
XLV	Mysore section (Southern Mahratta)	5,888	8·92	6,046	9·16
LXIV	Kolhápur				
	Yesvantpur-Mysore frontier				
	Mysore-Nanjangúd				

* Opened for traffic during 1897.
† Partly opened during 1896.
‡ Opened for traffic during 1896.

General charges, percentage on gross earnings (standard and metre gauges)—concld.

Classification number.	Railway.	1896. Gross earnings, excluding steam-boat service, per mean mile worked.	1896. General charges, per cent. on gross earnings, excluding steam-boat service.	1897. Gross earnings, excluding steam-boat service, per mean mile worked.	1897. General charges, per cent. on gross earnings, excluding steam-boat service.
		₹	Per cent.	₹	Per cent.
XLVI XLVII LXXVII	South Indian, including— Máyavaram-Mutupet Pondicherry	8,368	7·11	8,595	6·75
XLVIII	Assam-Bengal	3,670	21·82	3,289	25·11
XLIX	Burma	8,695	6·71	9,763	7·01
L	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	10,269	4·43	9,494	4·82
LIII	Deoghur	6,266	8·54	6,330	8·14
LIV XL	Rohilkund and Kumaon, including— Lucknow-Bareilly section	4,490	12·54	4,479	11·48
LV	Bengal Dooars	7,050	12·58	7,518	11·44
LVI LVII	Dibru-Sadiya including— Ledo and Tikak-Margherita Colliery*	8,353	12·13	8,998	10·18
LXIX	Jodhpore-Bickaneer— Jodhpore section	3,633	3·14	3,503	3·20
	Bickaneer section	2,775	3·86	2,690	4·17
LXXI LXXII LXXIII	Bhávnagar-Gondal-Junágad-Porbandar, including— Jetalsar-Rájkot Jámnagar†	5,736	9·29	5,033	9·73

Compensation.

23. The total expenses, on the standard and metre gauge lines, for compensation for goods lost or damaged, personal injury, or other claims connected with railway working, amounted to ₹2,97,857, being 0·12 per cent. on the gross earnings, against ₹2,37,341 equal to a percentage of 0·09 on gross earnings in 1896.

* Constituted a railway with effect from the 1st January 1897.
† Opened for traffic during 1897.

CHAPTER IV.

DETAILS OF REVENUE EARNINGS AND EXPENDITURE.

A map showing the several systems of Indian railways corrected up to the 30th September 1898 is inserted at the commencement of the report.

2. The following paragraphs contain a brief general review of the revenue earnings and expenditure of the standard and metre gauge railway systems during the year 1897, as compared with those of the previous year; further details for each line for the year 1897 are tabulated in Part I of the Administration Report and in the appendices to this volume.

East Indian Railway system (standard gauge).

3. The length of line open for traffic on the 31st December 1897, comprising the East Indian railway system, is made up as follows:

East Indian railway	1,705·09
Tarkessur railway	22·23
Delhi-Umballa-Kalka railway	162·24
	1,889·56

The mean mileage worked during the year was 1,922·63 miles* against 1,919·45 miles* in the previous year. The increase was due to the additions to the Salanpur, Sakrigali Ghât and Maharajpur Ghât branches.

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, ‡ including steam-boat and suspense.
	Miles	Miles.	₹	₹	₹			
Previous year .	*1,919·45	12,007,578	5,57,02,226	1,80,41,490	3,76,60,736	32·39	557	9·37
1897 . .	*1,922·63	13,206,959	6,07,13,988	1,81,99,198	4,25,14,790	29·98	606	10·40
Increase or decrease . .	+3·18	+1,199,381	+50,11,762	+1,57,708	+48,54,054	—2·41	+49	+1·03
Percentage of increase .	0·17	9·99	9·00	0·87	12·89	...	8·80	...

Surplus profits. The divided surplus profits for the two halves of 1896 and 1897, compare as follows:

	Previous year.		1897.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Government share of East Indian railway proper	27,00,666	22,82,267	47,54,928	47,96,125
East Indian Railway Company's share of East Indian railway proper . . .	6,75,166	5,70,567	11,88,732	11,99,031
East Indian Railway Company's share for working the Tarkessur railway .	21,624	17,627	22,915	17,726
TOTAL .	6 96,790	5,88,194	12,11,647	12,16,757
Tarkessur railway share of net earnings .	86,496	70,509	91,658	70,905
Delhi-Umballa-Kalka railway share of net earnings	3,45,896	3,39,901	3,52,548	4,65,577

* Including 34·50 miles of the Eastern Bengal State railway, from the Kidderpore docks to Naihâti, and 1·00 mile of the Rajputana-Malwa railway, from Agra East Bank to Agra Fort, worked over.

† Including contribution to the Provident Fund.

‡ Rupees 40,21,13,830 in 1896 and ₹40,88,58,268 in 1897. These figures include interest on capital of the Delhi-Umballa-Kalka railway, during construction. For details of the capital outlay to the 31st December 1897, see Chapter II.

The total increase in surplus profits amounted to ₹58,49,427; and was due to an increase of ₹48,54,054 in earnings and a decrease of ₹9,95,373 in the charges for interest and annuity.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	1,88,18,457	1,83,68,990	—4,49,467
Goods	3,59,23,208	4,13,20,746	+53,97,538
Electric telegraph	97,149	99,893	+2,744
Steam-boat	1,56,690	1,51,326	—5,364
Sundries	7,06,722	7,73,033	+66,311
TOTAL	5,57,02,226	6,07,13,988	+50,11,762

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	65,312	6,62,401	206,831	8,56,813	1,191,348	12,34,129	17,190,886	1,40,42,063	18,654,377	1,67,95,406
1897	66,010	6,31,209	199,197	8,20,866	1,273,432	12,01,683	16,690,186	1,32,46,810	18,228,825	1,59,00,568
Increase or decrease	+698	—31,192	—7,634	—35,947	+82,084	—32,446	—500,700	—7,95,253	—425,552	—8,94,838

The decrease in the earnings was chiefly due to the plague, famine and to the restricted movement of pilgrims and marriage parties, as the early part of 1896 was considered an exceptionally auspicious period for such events.

There were increases of ₹1,04,265 and ₹3,18,138 in the earnings from "Horses" and "Parcels," respectively, due to the frontier expeditions.

The average sum received for carrying a passenger one mile amounted to pies 2·74, the same as in the previous year.

The coaching earnings per passenger train-mile were ₹3·53 against ₹3·89.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	2,904,487	2,38,64,597	3,415,967	2,84,11,873	+511,480	+45,47,276
Military stores	6,711	2,76,692	10,297	4,30,346	+3,586	+1,53,654
Railway materials for construction (Home line only)	81,002	83,142	127,374	2,32,417	+46,372	+1,49,275
Coal and coke for the public and foreign railways	2,879,127	1,01,50,448	3,360,305	1,06,95,894	+481,178	+5,45,446
Coal and coke for construction (Home line only)	3,228	9,540	10,141	29,765	+6,913	+20,225
Coal and coke for revenue only	397,023	8,37,924	381,145	7,73,050	—15,878	—64,274
Revenue stores other than coal and coke	520,382	4,27,564	438,586	4,22,372	—81,796	—5,192
Live-stock	4,302	1,6[illegible],513	4,922	1,80,909	+620	+21,396
Rents, miscellaneous, etc.	...	1,07,788	...	1,37,520	...	+29,732
TOTAL	6,796,262	3,59,23,208	7,748,737	4,13,20,746	+952,475	+53,97,538

The noticeable increases under "Merchandise, general", including "Military stores" are noted below:

	Tons.	₹
Cotton, manufactured	7,092	2,09,855
Grain and pulse	312,726	29,78,787
Hides and skins	10,957	1,72,953
Oil-seeds	33,548	1,21,058
Railway plant and rolling-stock carried for the public and foreign railways . .	104,688	7,97,706
Spices	5,461	1,07,461
Sugar	1,078	1,74,493

Cotton, manufactured.—The increase was chiefly in the despatches of imported piece-goods from Calcutta and Howrah to the North-Western Provinces and Oudh, the Punjab and the Central Provinces, and of Indian piece-goods from Cawnpore to up-country stations and to Howrah, Allahabad, and stations *viâ* Mokameh Ghât, and from Delhi to stations *viâ* Aligarh, and *viâ* Umballa Cantonment.

Grain and pulse.—The improvement was the net result of an increase in wheat, rice and jawar and bajra and a decrease in gram and pulse and other grains. The principal of these fluctuations was an increase of ₹30,71,020 in rice not in the husk, despatched from Bengal chiefly to Behar, the North-Western Provinces and Oudh, the Central Provinces, Central India and the Punjab to meet a heavy demand at those places caused by famine.

Hides and skins.—The increase was chiefly in the despatches to Howrah, from up-country stations, due to a good demand for export to Europe and America, and to Cawnpore from stations above Cawnpore and *viâ* Gháziabad.

Oil-seeds.—The increase was chiefly in rape and mustard seeds to Calcutta and Howrah from Behar, and to Bombay, from the North-Western Provinces and Oudh for export, in castor seeds to Howrah from stations in Behar and from the Bengal and North-Western railway *viâ* Mokameh Ghât for local crushing, and in mowha seeds to Calcutta and Howrah from certain stations in Behar and the North-Western Provinces and Oudh, and to Bombay, chiefly *viâ* Jubbulpore and Cawnpore for shipment.

Railway plant and rolling-stock, etc.—The increase was chiefly in iron materials and sleepers for the Bengal and North-Western, Oudh and Rohilkhand, Rohilkund and Kumaon, Southern Punjab and South Behar raiwlays, and in stone for the Rae Bareli-Benares railway.

Spices.—The increase was mainly in betel nuts from Howrah to up-country stations and in chillies from Mokameh and *viâ* Mokameh Ghât to Howrah, up-country stations and stations *viâ* Ásansol, and from stations *viâ* Gháziabad to Hathras.

Sugar.—The increase was chiefly in jaggree and molasses from Howrah to stations towards Behar, to Cawnpore and stations *viâ* Maharajpore Ghât, Asansol and Mokameh Ghât junctions; from stations in Behar to Mirzapur, Cawnpore and stations *viâ* Jubbulpore, and from certain stations above Sikandarabad and *viâ* Gháziabad to certain stations down to Allahabad and Jubbulpore and to stations *viâ* Agra, Hathras, Delhi and Umballa Cantonment.

The increase under "Railway materials for construction" was chiefly due to the carriage of materials for the Moghal Sarai-Gya extension and for the engineering department.

The increase under "Coal and coke for the public and foreign railways" was mainly due to a better demand for export to coast ports and for use in mills, factories and steamers and for brick burning purposes.

The average sum received for carrying a ton of goods one mile amounted to pies 4·87 against pies 4·89 in the previous year.

The goods earnings per goods train-mile were ₹5·17 against ₹5·01.

Working expenses.

The following table compares the working expenses of the railway system during 1897 with those of the previous year:

	Previous year.		1897.		Increase or decrease.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	47,53,474	8·53	44,67,111	7·36	—2,86,363	— 1·17
Locomotive expenses	51,79,433	9·30	49,13,193	8·09	—2,66,240	— 1·21
Carriage and wagon expenses	16,73,013	3·00	17,71,135	2·92	+98,122	— 0·08
Traffic expenses	33,96,019	6·10	36,60,454	6·03	+2,64,435	— 0·07
General charges	18,72,501	3·36	19,26,947	3·18	+ 54,446	— 0·18
Steam-boat service	1,65,329	0·30	1,50,511	0·25	— 14,818	— 0·05
Special and miscellaneous expenditure	10,01,721	1·80	13,09,847	2·15	+3,08,126	+ 0·35
TOTAL	1,80,41,490	32·39	1,81,99,198	29·98	+1,57,708	— 2·41

The decrease under "Maintenance of way, works and stations" was chiefly due to less relaying having been done than in the previous year consequent on the heavy traffic, and to the reballasting of the Jubbulpore branch with materials charged off in the previous year.

The decrease under "Locomotive expenses" was chiefly due to the suspension of the work of renewing engines for the time being.

The increase under "Carriage and wagon expenses" was mainly due to heavier repairs, to the increased vehicle-mileage run, and to the high price paid for castor oil.

The increase under "Traffic expenses" was chiefly due to the entertainment of additional staff required for the increased traffic, to heavier repairs to carriage roof lamps, to the extension of Pintsch's system of gas lighting carriages, and installation of the arc at the Howrah goods shed.

The increase under "Special and miscellaneous expenditure" was due to the charges incurred in connection with the Balliaghatta-Delhi fraud case, to larger payments for goods lost and damaged, and to inclusion in accounts for 1897 of arrear charges for water rates at Howrah. There was also a considerable increase in the payments for hire of vehicles, mileage and demurrage, and running powers.

Traffic working.

The Mail service between Bombay and Calcutta, the North-West Provinces and the Punjab was accelerated from the 1st July 1897, and from that date, in connection therewith, new through trains carrying the Bombay mails were put on in each direction between Howrah and Jubbulpore, and the connecting trains between Howrah and Ásansol for the Nágpur route, and between Tundla and Umballa for the Punjab, were expedited. A special weekly service of postal express trains was also introduced to and from Bombay in connection with the outgoing and incoming mail steamers. The express passenger trains between Howrah and Allahabad were replaced by the new Bombay mail trains.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in chapter X, pages 170 to 172, Part I, of the Administration Report.

Bengal Central Railway (standard gauge).

4. The Company took over the working of this line from the Eastern Bengal State railway on the 1st January 1897.

The length of line open for traffic on the 31st December 1897, was 125·01 miles.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	125·01	325,981	9,33,266	5,86,534	3,46,732	62·85	144	3·20
1897 . .	125·01	406,370	11,38,199	6,48,513	4,89,686	56·98	175	4·17
Increase or decrease . .	...	+80,389	+2,04,933	+61,979	+1,42,954	—5·87	+31	+0·97
Percentage of increase .	...	24·66	21·96	10·57	41·23	...	21·53	...

The following table compares the interest charges and net earnings for the first and second halves of 1896 and 1897:

Surplus profits.

	Previous year.		1897.	
	First-half.	Second-half.	First-half.	Second-half.
	₹	₹	₹	₹
Interest charges on paid up capital . .	2,86,847	2,82,328	2,71,703	2,65,106
Net earnings	1,45,573	2,01,159	1,79,924	3,09,762
¾ Government share . . .	1,09,180	1,50,869	1,34,943	2,32,321
¼ Company's share	36,393	50,290	44,981	77,441

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1897.	Increase.
	₹	₹	₹
Coaching	5,99,037	6,72,030	72,993
Goods	3,24,590	3,86,189	61,599
Electric telegraph	2,058	2,269	211
Sundries	7,581	77,711	70,130
TOTAL .	9,33,266	11,38,199	2,04,933

* Including contribution to the Provident Fund.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	2,662	5,302	33,051	18,745	116,283	63,918	1,611,032	4,95,791	1,763,028	5,83,756
1897 .	2,678	5,965	29,760	20,970	88,010	56,522	1,536,136	5,35,888	1,656,584	6,19,345
Increase or decrease .	+16	+663	—3,291	+2,225	—28,273	—7,396	—74,896	+40,097	—106,444	+35,589

The increase in earnings with a decrease in number under third class was chiefly due to an increase in the average distance travelled and to the credit of passenger earnings between Dum-Dum Junction and Calcutta, which, in the previous year, were included with the earnings of the Eastern Bengal State railway.

There was an increase of ₹22,149 under "Miscellaneous", due to the discontinuance of payment, from the 1st January, of the 8 miles' minimum charge to the Eastern Bengal State railway.

The average sum received for carrying a passenger one mile amounted to 3·03 pies against 3·01 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·98 against ₹3·06.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general . . .	120,340	2,96,765	120,012	3,45,405	—328	+48,640
Military stores	113	106	99	149	—14	+43
Railway materials for construction (Home line only)	175	68	16,272	8,024	+16,097	+7,956
Coal and coke for the public and foreign railways	24,616	26,703	16,896	18,418	—7,720	—8,285
Coal and coke for revenue only .	797	302	12,925	5,164	+12,128	+4,862
Revenue stores other than coal and coke	4,818	2,079	10,670	4,934	+5,852	+2,855
Live-stock	6	76	1	18	—5	—58
Rents, miscellaneous, etc. . .	...	—1,509	...	4,077	...	+5,586
Total .	150,865	3,24,590	176,875	3,86,189	+26,010	+61,599

Of the fluctuations of traffic under "Merchandise, general," there was an increase of 8,081 tons and ₹37,765 under "Jute," due to larger despatches from Khoolna and stations on the Madaripur and the India General Steam Navigation Company's services to stations on the Eastern Bengal State railway *viâ* Dum-Dum and Rânaghat Junctions.

The average sum received for carrying a ton of goods one mile amounted to 6·55 pies against 5·76 pies in the previous year.

The goods earnings per goods train-mile were ₹2·14 against ₹2·49.

Working expenses.

The following table compares the working expenses of the railway during 1897 with those of the previous year:

	Previous year.		1897.		Increase or decrease.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,49,732	16·04	1,57,325	13·82	+7,593	—2·22
Locomotive expenses	1,22,359	13·11	1,40,679	12·36	+18,320	—0·75
Carriage and wagon expenses	44,022	4·72	21,944	1·93	—22,078	—2·79
Traffic expenses	1,16,362	12·47	1,24,258	10·92	+7,896	—1·55
General charges	1,11,031	11·90	1,16,733	10·26	+5,702	—1·64
Special and miscellaneous expenditure	43,028	4·61	87,574	7·69	+44,546	+3·08
TOTAL	5,86,534	62·85	6,48,513	56·98	+61,979	—5·87

As the line, in 1896, was worked by the Eastern Bengal State railway at a percentage on gross earnings, the variations in expenditure are the differences between the expenses incurred during the year and the amounts charged by the latter in the previous year.

The increase under "Locomotive expenses" was chiefly due to heavy repairs to eight locomotive engines.

The increase under "Special and miscellaneous expenditure" was due to the payment to the Eastern Bengal State railway of running power charges between Dum-Dum junction and Sealdah.

Traffic working.

The Company had, during the year, running powers for passenger trains only over $4\frac{1}{2}$ miles of the Eastern Bengal State railway between Dum-Dum junction and Sealdah. An arrangement was made with the Eastern Bengal State railway for interchange of traffic at Rânaghat and Dum-Dum junctions.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in chapter X, pages 171 and 172, Part I, of the Administration Report.

Bengal-Nâgpur Railway (*standard gauge*).

5 The open mileage of the several sections are as follows:

	Miles.
Main line	626·69
Sanctoria coal branch	7·03
Sambalpur branch	30·23
Katni branch	196·93
TOTAL	860·88

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	862·33	1,572,017	63,68,525	34,40,656	29,27,869	54·03	142	2·95
1897 . .	862·33	1,800,272	62,00,309	32,20,750	29,79,559	51·94	138	2·99
Increase or decrease .	...	+228,255	*—1,68,217*	*—2,19,906*	+51,690	*— 2·09*	*—4*	+0·04
Percentage of increase or decrease	...	+14·52	*—2·64*	*—6·39*	+1·77	...	*—2·82*	...

Gross earnings. The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	15,94,951	13,95,906	*—1,99,045*
Goods	42,64,420	42,32,727	*—31,693*
Electric telegraph	21,188	20,308	*—880*
Sundries	4,87,966	5,51,368	+63,402
TOTAL .	63,68,525	62,00,309	*—1,68,216*

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	6,745	39,751	17,177	36,268	40,991	29,297	2,194,151	13,33,212	2,259,064	14,38,528
1897 . .	6,952	36,956	15,658	38,387	40,308	28,304	2,060,275	11,25,214	2,123,193	12,28,861
Increase or decrease.	+207	*—2,795*	*—1,519*	+2,119	*—683*	*—993*	*—133,876*	*—2,07,998*	*—135,871*	*—2,09,667*

The large decrease in the passenger traffic was due to plague quarantine restrictions, to poverty of the population consequent on the famine, and to a smaller number of coolie emigrants during the year.

The average sum received for carrying a passenger one mile amounted to 2·11 pies against 2·08 pies in the previous year.

The coaching earnings per passenger train mile were R2·14 against R3·16.

* Including 0·30 mile at Katni junction and 0·50 mile at Ásansol junction of the East Indian railway and 0·65 mile at Nagpur junction of the Great Indian Peninsula railway worked over.

† Including contribution to the Provident Fund.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year :

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	477,349	36,61,158	473·252	36,01,498	—4,097	—59,660
Military stores	356	6,743	543	8,999	+187	+2,256
Railway materials for construction (Home line only)	39,552	59,730	18,490	39,920	—21,062	—19,810
Coal and coke for the public and foreign railways	570,928	2,80,693	793,824	3,59,742	+222,896	+79,649
Coal and coke for construction (Home line only)	1,702	12,900	2,925	19,823	+1,223	+6,923
Coal and coke for revenue only	39,331	1,29,277	40,967	1,25,897	+1,636	—3,380
Revenue stores other than coal and coke	138,140	99,163	86,356	62,144	—51,784	—37,019
Live-stock	43	1,324	546	3,564	+503	+2,240
Rents, miscellaneous, etc.	...	14,032	...	11,140	...	—2,892
TOTAL	1,267,401	42,64,420	1,416,903	42,32,727	+149,502	—31,693

The noticeable fluctuations of traffic under "Merchandise, general" are noted below :

	Decrease. Tons.	Decrease. ₹
Grain and pulse	25,947	2,46,841
Oil-seeds	17,257	1,82,713
	Increase. Tons.	**Increase. ₹**
Railway plant and rolling stock, etc.	36,197	1,75,050

Grain and pulse.—The decrease was due to a considerable falling off in the grain traffic on account of the failure of the crops in the Central Provinces and Bengal and the consequent decline in exports from the stations on this line.

Oil-seeds.—The large decrease was mainly due to less exports of til and linseeds to Bombay *viâ* Nágpur and Àsansol, owing to poor crops in the Central Provinces.

Railway plant and rolling-stock.—The increase was mainly due to heavier despatches of wooden sleepers from the timber loading stations of this railway *viâ* Ásansol and Katni to the East Indian and Oudh and Rohilkhand railways.

The average sum received for carrying a ton of goods one mile amounted to 5·81 pies against 6·47 pies in the previous year.

The goods earnings per goods train-mile were ₹3·69 against ₹3·99.

Working expenses.

The following table compares the working expenses of the railway during 1897 with those of the previous year :

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	8,91,021	13·99	8,06,169	13·00	—84,852	—0·99
Locomotive expenses	10 10,348	15·86	8,96,073	14·45	—1,14,275	—1·41
Carriage and wagon expenses	2,53,947	3·99	2,74 484	4·43	+20,537	+0·44
Traffic expenses	5,41,246	8·50	5,51,905	8·90	+10,659	+0·40
General charges	5,88,121	9·24	5,54,834	8·95	—33,287	—0·29
Special and miscellaneous expenditure	1,55,973	2·45	1,37,285	2·21	—18,688	—0·24
TOTAL	34,40,556	54·03	32,20,750	51·94	—2,19,906	—2·09

The decrease under "Maintenance of way, works and stations" was chiefly due to less relaying of permanent way on the Katni-Umaria section and of ballast in the Bilaspur and Chakardharpur districts.

The decrease in the "Locomotive expenses" was chiefly due to the replacement of two locomotive boilers and nine crank axles, and to the adjustment of arrear charges on account of shunting of trains at Nágpur joint station during the previous year.

Indian Midland Railway system (standard gauge).

6. The open mileages of the several sections are as follows:

	Miles.
Indian Midland railway	679·56
Bhopal-Itársi railway	57·39
Bína-Goona railway	71·74
Bhopal-Ujjain railway	113·52
	922·21

The mean mileage worked during the year was 944·82* miles against 941·53* miles in the previous year.

The increase was due to the temporary opening of the Saugor-Garakota section of the Saugor-Katni branch of the Indian Midland railway for goods traffic from the 1st April to the 14th June 1897.

General results.

The following table shows the general results of the year's working compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	941·53	1,604,583	58,37,258	34,01,113	24,36,145	58·27	119	2·26
1897	944·82	1,756,824	64,47,857	36,18,953	28,28,904	56·13	131	2·60
Increase or decrease	+3·29	+152,241	+6,10,599	+2,17,840	+3 92,759	—2·14	+ 12	+0·34
Percentage of increase	0·35	9·49	10·46	6·40	16·12	...	10·08	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	24,02,340	23,93,364	—8,976
Goods	33,01,409	39,14,737	+6,13,328
Electric telegraph	19,560	21,854	+2,294
Sundries	1,13,949	1,17,902	+3 953
TOTAL	58,37,258	64,47,857	+6,10,599

* Including 2·89 miles at Agra junction of the Rajputana-Malwa railway, 1·00 mile at Cawnpore junction of the Oudh and Rohilkhand railway, 12·75 miles from Agra junction to Túndla, 1·92 miles at Cawnpore junction, and 0·63 mile at Mánikpur junction of the East Indian railway, and 0·13 mile at Itársi junction of the Great Indian Peninsula railway worked over.

† Including contribution to the Provident Fund and expenditure incurred direct by the State.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class, mail.		Third class, ordinary.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	12,441	1,26,774	40,360	1,51,502	402,618	4,92,820	1,383,269	12,55,075	1,838,688	20,26,171
1897 . .	12,632	1,18,448	43,706	1,59,215	360,844	4,29,068	1,330,810	12,33,859	1,747,992	19,40,590
Increase or decrease .	+191	— 8,326	+ 3,346	+ 7,713	—41,774	— 63,752	— 52,459	— 21,216	— 90,696	—85,581

The decrease in the passenger traffic is ascribed to agricultural depression and to the restrictions imposed on account of the plague.

The average sum received for carrying a passenger one mile amounted to 2·87 pies against 2·88 pies in the previous year.

The coaching earnings per passenger train-mile were R2·92 against R3·14.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general .	397,233	29,82,696	457,687	35,82,373	+60,454	+5,99,677
Military stores . . .	1,938	23,038	3,545	41,348	+ 1,607	+ 18,310
Railway materials for construction (Home line only)	135,857	1,25,882	47,732	1,06,920	—88,125	— 18,962
Coal and coke for the public and foreign railways .	2,120	7,888	1,501	5,420	—619	—2,468
Coal and coke for construction (Home line only) .	199	610	252	525	+53	—85
Coal and coke for revenue only	51,200	1,14,434	56,518	1,29,377	+ 5,318	+14,943
Revenue stores, other than coal and coke	61,920	26,402	52,635	23,552	— 9,285	—2,850
Live-stock . .	343	11,228	532	17,883	+189	+6,655
Rents, miscellaneous, etc. .	...	9,231	...	7,339	...	—1,892
TOTAL .	650,810	33,01,409	620,402	39,14,737	—30,408	+6,13,328

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	Increase. R
Grain and pulse	31,262	2,10,295
Oil-seeds	11,921	1,41,252
Railway plant and rolling-stock, etc.	12,609	66,991
Sugar	7,862	1,37,552
	Decrease.	Decrease.
Cotton, raw	8,796	80,531

Grain and pulse.—The increase was due to the importation of wheat and other grains into the famine-stricken districts served by this railway.

Oil-seeds.—The increase was due to the increased demand in Bombay for export to Europe.

Railway plant, etc.—The increase was due to the despatch of materials for the Goona-Bara railway.

Sugar.—The increase was due to the heavy traffic in Mauritius sugar from Bombay to Cawnpore.

Cotton, raw.—The decrease was due to a smaller demand for consumption in Bombay, owing to the stoppage of works in the mills on account of the plague.

The average sum received for carrying a ton of goods one mile amounted to 6·54 pies against 6·76 pies in the previous year.

The goods earnings per goods train-mile were R4·18 against R3·94.

The following table compares the working expenses of the railway system during 1897 with those of the previous year:

Working expenses.

	Previous year.		1897.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings		
	R		R		R	
Maintenance of way, works and stations .	6,53,840	11·20	6,65,481	10·32	11,641	—0·88
Locomotive expenses	11,59,514	19·87	12,84,614	19·92	1,25,100	+0·05
Carriage and wagon expenses . . .	2,63,423	4·51	2,93,722	4·56	30,299	+0·05
Traffic expenses	4,94,027	8·46	5,26,270	8·16	32,243	—0·30
General charges	5,21,963	8·94	5,23,346	8·12	1,383	—0·82
Special and miscellaneous expenditure .	3,08,346	5·29	3,25,520	5·05	17,174	—0·24
TOTAL .	34,01,113	58·27	36,18,953	56·13	2,17,840	—2·14

The increase under "Locomotive expenses" was mainly due to the use of a larger quantity of coal on account of the increase in the train-mileage, to the greater quantity of Bengal coal used, and to the heavier repairs to boilers.

The increase under "Carriage and wagon expenses" was due to the expenditure incurred in fitting new axles to goods vehicles to admit of their carrying an increased load.

The increase under "Traffic expenses" was due to the increased train-mileage run, and to the grant of compensation allowance to menials for dearness of food-grains.

North Western State Railway system (standard gauge).

7. The open mileages of the several sections are as follows:

North Western railway—

	Miles.	Miles.
Commercial section—(Main line and branches) .	1,862·67*	
Military section—(Sind-Pishin, Mushkaf-Bolan and Sind-Sagar railways, including the Khusalgarh branch)	954·35	
		2,817·02
Rájpura-Bhátinda railway		107·94
Hyderabad-Shadipalli railway		58·91
Southern Punjab (Delhi-Samásata) railway .		399·80
Jammu and Kashmir railway (Native state section) .		15·92
		3,399·59

* Including 6·12 miles (Meean Meer chord and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

The mean mileage worked during the year 1897 was 3,036·94 * miles against 2,740·52† miles in the previous year. The increase was principally due to the working throughout the year of the Kotri-Rohri chord line (178·91 miles) which was opened on the 16th November 1896, and to the opening of the following lengths of line:

	Miles.
Mushkaf-Bolan railway, on the 15th April 1897 . .	85·88
Southern Punjab (Delhi-Samásata) railway, on the 10th November 1897	399·80

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.‡	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week excluding, steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	2,740·52†	8,443,508	3,06,27,078	1,81,95,950	1,24,31,128	59·41	214	2·61
1897 . . .	3,036·94*	9,107,303	3,39,34,682	1,84,89 842	1,54,44,840	54·49	215	3·09
Increase or decrease	+296·45	+663,795	+33,07,604	+2,93,892	+30,13,712	—4·92	+1	+0·48
Percentage of increase . .	10·82	7·86	10·80	1·62	24·24	...	0·47	...

Gross earnings.

The following table compares the gross earnings of the entire system under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	1,14,46,387	1,28,29,073	+13,82,686
Goods	1,84,31,259	2,00,56,123	+16,24,864
Electric telegraph	90,638	1,17,077	+26,439
Steam-boat	62,697	46,036	—16,661
Sundries	5,96,097	8,86,373	+2,90,276
TOTAL .	3,06,27,078	3,39,34,682	+33,07,604

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	51,473	3,54,591	158,365	4,41,955	1,001,478	9,69,457	14,173,865	83,71,834	15,385,181	1,01,37,837
1897 . . .	57,162	3,95,623	191,423	4,86,944	881,221	8,47,864	13,674,980	81,40,578	14,804,786	98,71,009
Increase or decrease . .	+5,689	+41,032	+33,058	+44,989	—120,257	—1,21,593	—498,885	—2,31,256	—580,395	—2,66,828

* Including 13·00 miles of the East Indian railway from Ghaziabad to Delhi and 0·31 mile from Delhi to junction with the Southern Punjab (Delhi-Samásata) railway worked over, but excluding 6·12 miles (Meean Meer chord, and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

† Including 13·00 miles of the East Indian railway from Ghaziabad to Delhi worked over, but excluding 6·12 miles (Meean Meer chord, and Ferozepore Cantonment to Hussianiwala) used for military traffic only.

‡ Including contribution to the Provident Fund.

The decrease in the passenger traffic was mainly due to the prevalence of famine and plague.

There was, however, an increase in other coaching traffic, mainly under "Military baggage," "Military carriages, horses and dogs" and "Parcels," owing to the military operations on the North-West frontier.

The average sum received for carrying a passenger one mile amounted to 2·44 pies, being the same as in the previous year.

The coaching earnings per passenger train-mile were R3·17 against R3·08.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	2,169,026	1,60,35,064	2,235,324	1,60,57,338	+66,298	+22,274
Military stores	25,016	4,54,480	69,287	13,79,022	+44,271	+9,24,542
Railway materials for construction (Home line only)	807,710	3,71,650	1,166,741	4,33,164	+359,031	+61,514
Coal and coke for the public and foreign railways	32,511	1,09,259	40,835	1,33,790	+8,324	+24,531
Coal and coke for construction (Home line only)	7,253	17,511	4,057	13,006	*—3,196*	*—4,505*
Coal and coke for revenue only	168,045	3,62,754	115,956	2,93,025	*—52,089*	*—69,729*
Revenue stores other than coal and coke	1,337,233	8,66,632	1,100,781	7,31,957	*—236,452*	*—1,34,675*
Live-stock	3,028	83,386	18,310	8,58,189	+15,282	+7,74,803
Rents, miscellaneous, etc.	...	1,30,523	...	1,56,632	...	+26,109
TOTAL	4,549,822	1,84,31,259	4,751,291	2,00,56,123	+201,469	+16,24,864

The noticeable fluctuations of traffic under "Merchandise, general," including military stores are noted below:

	Increase. Tons.	Increase. ₹
Grain and pulse	38,086	10,92,831
Provisions	22,792	2,83,070
Railway plant and rolling-stock carried for the public and foreign railways	53,051	...
Sugar	28,822	2,40,152
All other articles of merchandise	38,984	6,90,323
	Decrease.	Decrease.
Cotton, raw	968	2,12,667
Metals	9,304	2,24,210
Stone and lime	72,860	279,522
Wool, raw	1,568	1,02,452
Railway plant and rolling-stock carried for the public and foreign railways	...	6,64,571

Grain and pulse.—The increase was mainly due to comparatively larger exports of wheat *viâ* Kurrachee during the second-half of 1897, and to larger bookings of edible grain from Sind to the Punjab in the first half-year owing to famine.

Provisions.—The increase was mainly due to increased bookings of ghee from stations on the East Indian railway *viâ* Umballa and from the Oudh and Rohilkhand railway stations *viâ* Saháranpur, of flour from Umballa, Lahore and Ferozepore to Khusálgarh, Ráwalpindi, Pesháwar and other stations between Ráwalpindi and Pesháwar, and of "Other provisions" in the inward traffic of Khusálgarh, Ráwalpindi and Pesháwar, chiefly from Kurrachee and Lahore, on account of the frontier operations.

Sugar.—The increase was chiefly due to a longer lead owing to a gradual development of the import traffic in German sugar.

All other articles of merchandise.—The increase occurred principally under fodder in the inward traffic of Khusálgarh, Ráwalpindi and Pesháwar, due to the frontier expeditions.

Cotton, raw.—The decrease was due to poor crops in the Punjab and to a dull market in Bombay and Kurrachee.

Metals.—The decrease mainly occurred in the outward traffic of Kurrachee to stations in the Punjab, the market generally having been dull.

Stone and lime.—The decrease was due to the fact that during 1896 large quantities of stone were brought into Ghází Ghát for river protective works.

Wool, raw.—The decrease occurred mainly in the outward traffic of Killa Abdulla, Quetta and Sukkur, and in the inward traffic of Kurrachee, due to the unrest on the frontier.

Railway plant and rolling-stock, etc.—The decrease in the earnings was due to the completion of the Southern Punjab (Delhi-Samásata) railway, and the increase in the tonnage, to bookings over shorter leads for the Indus bridge at Kotri.

The average sum received for carrying a ton of goods one mile amounted to 6·36 pies against 5·66 pies in the previous year.

The goods earnings per goods train-mile were R3·96 against R3·89.

Working expenses.

The following table compares the working expenses of the railway system during 1897 with those of the previous year:

	Previous year.		1897.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	59,76,606	19·51	60,05,061	17·70	+28,455	1·81
Locomotive expenses	62,75,329	20·49	67,13,250	19·78	+4,37,921	0·71
Carriage and wagon expenses	15,97,558	5·22	12,13,230	3·58	−3,84,328	1·64
Traffic expenses	26,89,052	8·78	28,11,159	8·28	+1,22,107	0·50
General charges	12,33,143	4·03	12,99,921	3·83	+66,778	0·20
Steam-boat service	50,558	0·16	44,525	0·13	−6,033	0·03
Special and miscellaneous expenditure	3,73,704	1·22	4,02,696	1·19	+28,992	0·03
Total	1,81,95,950	59·41	1,84,89,842	54·49	+2,93,892	4·92

The increase under "Locomotive expenses" was principally due to extensive repairs of engines and machinery necessitated by the increase in the train-mileage run.

The decrease under "Carriage and wagon expenses" was chiefly due to less outlay on repairs and renewals, partly of coaching but chiefly of goods vehicles.

The increase under "Traffic expenses" was mainly due to the additional mileage opened for traffic.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in chapter X, pages 171 and 172, Part I, of the Administration Report.

Oudh and Rohilkhand State Railway (standard gauge) including the Cawnpore-Burhwal Railway (metre gauge link.)

8. The open mileage at the close of the year was 891·97 miles, as follows:

	Miles.
Oudh and Rohilkhand State railway	812·37
Metre gauge link—	
Burhwal to Daliganj	34·57
Aishbagh to Cawnpore Bridge (left bank) and Cawnpor Bridge (right bank) to Cawnpore	45·03
	891·97*

The mean mileage worked during the year 1897 was 878·09 miles against 801·10 miles in the previous year. The increase was mainly due to the Najíbabad-Kotdwára branch (15·19 miles) and the Burhwal-Daliganj section (34·57 miles) having been worked throughout the year, and to the opening of the Aishbagh-Cawnpore section (44·44† miles) from the 25th April 1897.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.‡
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	801·10	2,439,227	86,97,076	43,46,169	43,50,907	49·97	209	4·11
1897	878·09	2,402,022	85,15,855	48,19,077	36,96,778	56·59	186	3·43
Increase or decrease	+76·99	—37,205	—1,81,221	+4,72,908	—6,54,129	+6·62	—23	—0·68
Percentage of increase or decrease	+9·61	—1·53	—2·08	+10·88	—15·03	...	—11·00	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	37,75,106	36,80,238	—94,868
Goods	45,50,297	42,66,408	—2,83,889
Electric telegraph	27,763	28,989	+1,226
Sundries	3,43,910	5,40,220	+1,96,310
TOTAL	86,97,076	85,15,855	—1,81,221

* Excluding 3·66 miles between Aishbagh and Daliganj, Lucknow-Bareilly section, Rohilkund and Kumaon railway.

† Excluding 3rd rail on Cawnpore Bridge.

‡ ₹10,57,45,266 for 1896 and ₹10,76,73,977 for 1897. For details of the capital outlay to the 31st December 1897, see chapter II.

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	22,977	1,18,054	68,372	1,56,248	142,088	1,37,822	5,282,117	30,22,571	5,515,554	34,34,695
1897 . . .	21,306	1,11,676	68,425	1,60,101	244,856	1,98,496	4,735,741	27,64,407	5,070,328	32,34,680
Increase or decrease .	*—1,671*	*—6,378*	+53	+3,853	+102,768	+60,674	*—546,376*	*—2,58,164*	*—445,226*	*—2,00,015*

The increase in the intermediate class traffic was chiefly due to the reduction in the mileage fare, from the 1st July 1897, from 4 to 3½ pies for single journeys, and from pies 8 to pies 6 and 6¾ pies, respectively, for ordinary and six-monthly return journeys. The third class traffic on the other hand shows a considerable falling off, which was due almost wholly to the famine and plague.

Under "Other coaching traffic," there was an increase of ₹1,05,148, of which ₹78,832 was under "Military baggage" and "Military horses, dogs, etc." mainly due to the North-West frontier expedition.

The average sum received for carrying a passenger one mile amounted to 2·68 pies against 2·67 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·30 against ₹3·45.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general . . .	977,185	40,54,790	901,584	38,00,897	*—75,601*	*—2,53,893*
Military stores	3,526	39,879	5,026	56,384	+1,500	+16,505
Railway materials for construction (Home line only) . . .	242,061	1,05,003	193,140	80,575	*—48,921*	*—24,428*
Coal and coke for the public and foreign railways	22,018	72,874	17,820	50,707	*—4,198*	*—22,167*
Coal and coke for construction (Home line only) . . .	3,953	10,636	10,007	34,710	+6,054	+24,074
Coal and coke for revenue only .	34,161	1,23,923	26,456	94,600	*—7,705*	*—29,323*
Revenue stores other than coal and coke	323,474	1,03,325	427,503	1,00,868	+104,029	*—2,457*
Live-stock	424	20,725	702	28,976	+278	+8,251
Rents, miscellaneous, etc. . .	...	19,147	...	18,860	...	*—287*
Total .	1,606,802	45,50,302	1,582,238	42,66,577	*—24,564*	*—2,83,725*
Less—Outstandings irrecoverable .	...	*4*	...	*169*	...	*—165*
Net Total .	1,606,802	45,50,298	1,582,238	42,66,408	*—24,564*	*—2,83,890*

The noticeable fluctuations of traffic under "Merchandise, general" are noted below :

	Decrease: Tons.	Decrease. R
Grain and pulse	67,283	1,96,654
Sugar	75,954	3,22,273
	Increase:	Increase.
Oil-seeds	12,131	52,615
Provisions	9,587	60,899
Railway plant and rolling-stock carried for the public and foreign railways	31,212	86,765
Salt	1,946	25,089
Stone and lime	10,647	18,025
Timber	4,362	11,568

Grain and pulse.—The decrease may be attributed to the fact that abnormal conditions prevailed in 1896, when a large supply of food grains was imported to meet local needs, whereas in the year under review almost the whole of the agricultural outturn was probably retained for local consumption or for replenishment of exhausted stocks which, owing to the famine, had been practically depleted.

Sugar.—The decrease was chiefly due to the failure of the sugarcane crop of 1896 and to the favourable crop of 1895 having resulted in a satisfactory increase in the sugar traffic of 1896.

Oil-seeds.—The improvement was due to favourable crops, except as regards *linseed* which failed.

Provisions.—The increase was due to the inclusion of potatoes and similar tuberous vegetables under this head instead of under "All other articles of merchandise."

Railway plant and rolling-stock.—The increase was chiefly due to the carriage of construction materials for the Rae Bareli-Benares railway.

Salt.—In the first-half of the year a decrease was recorded, which was more or less affected by the famine. In the second-half, with the practical cessation of the famine, the traffic improved, resulting in a net increase.

Stone and lime.—The increase was chiefly due to the expansion of the traffic on the Kotdwára branch line opened at the close of the previous year. A quantity of fencing stones were also carried from Benares to Rae Bareli for the Rae Bareli-Benares railway.

Timber.—The improvement was obtained chiefly from local despatches between stations Nagina to Hardwar (including the Kotdwára branch) to Saharanpur and the Rajputana-Malwa railway.

The average sum received for carrying a ton of goods one mile amounted to 5·67 pies against 5·98 pies in the previous year.

The goods earnings per goods train-mile were R3·32 against R3·38.

Working expenses.

The following table shows the working expenses of the railway system during the year 1897 as compared with the previous year :

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	12,88,795	14·82	13,39,542	15·73	+50,747	+0·91
Locomotive expenses	10,98,407	12·63	13,67,833	16·06	+2,69,426	+3·43
Carriage and wagon expenses	6,60,109	7·59	6,96,152	8·18	+36,043	+0·59
Traffic expenses	7,64,627	8·79	7,88,303	9·26	+23,670	+0·47
General charges	4,28,683	4·93	4,17,646	4·90	—11,037	—0·03
Special and miscellaneous expenditure	1,05,548	1·21	2,09,601	2·46	+1,04,053	+1·25
TOTAL	43,46,169	49·97	48,19,077	56·59	+4,72,908	+6·62

The increase under "Maintenance of way, works, and stations" was chiefly due to re-ballasting the line with shingle ballast, to re-timbering the Cawnpore bridge, to the protection works at the Gurrah and Ramganga bridges and to the heavy expenditure on the renewal of weak girders.

The increase under "Locomotive expenses" was almost entirely due to the renewal of 5 engines at a cost of Rs. 2,28,564 and to more extensive repairs generally.

The increase under "Carriage and wagon expenses" was due to extensive renewals of coaching vehicles.

The increase under "Traffic expenses" was partly due to the grant of compensation for dearness of food and partly to a credit in the second-half of 1896 on account of a refund of joint station charges by the East Indian railway.

The increase under "Special and miscellaneous expenditure" was mainly due to the increase in the charges for mileage and demurrage and to the increased payments to the Bengal and North-Western and Rohilkund and Kumaon railways on account of share of metre gauge link earnings.

Rates and fares.

From the 1st July 1897, the charge for single journey intermediate class tickets was reduced from 4 to $3\frac{1}{2}$ pies per mile; the fares for intermediate class ordinary return tickets, from 8 pies to 6 pies per mile for the double journey; and the fares for intermediate class six-monthly return journey tickets, from 8 pies to $6\frac{3}{4}$ pies per mile.

Eastern Bengal State Railway system (*standard, metre and special gauges.*)

9. The railway system consists of—

	Miles	Miles
Eastern and Southern section (*standard gauge*) .	253·49	
Northern, Behar and Barsoi-Kissengunge sections (*metre gauge*)	441·44	
Dacca section (*metre gauge*)	85·92	
Kaunia-Dharlla branch (2′ 6″ gauge) . . .	37·03	817·88

The mean mileage worked during the year 1897 was 816·74 miles against 814·14 miles in the previous year. The small increase was due to the Borat branch, which was previously treated as a siding, being shown as a part of the main line mileage.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.*
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	814·14	3,534,993	1,50,81,671	60,79,385	90,02,286	40·31	344	8·17
1897 . .	816·74	3,694,056	1,47,62,233	66,95,240	80,66,993	45·35	336	7·01
Increase or decrease . .	+2·60	+159,063	*—3,19,438*	+6,15,855	*—9,35,293*	+5·04	*—8*	*—1·16*
Percentage of increase or decrease	+0·32	+4·50	*—2·12*	+10·13	*—10·39*	...	*—2·33*	...

* ₹11,02,05,097 for 1896 and ₹11,50,24,103 for 1897. Details of the capital outlay to the 31st December 1897 will be found in Chapter II.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	52,22,162	49,30,554	—2,91,608
Goods	89,85,470	88,70,520	—1,14,950
Electric telegraph	38,393	40,242	+1,849
Steam-boat	5,13,330	4,95,007	—18,323
Sundries	3,22,316	4,25,910	+1,03,594
TOTAL	1,50,81,671	1,47,62,233	—3,19,438

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	49,363	1,83,755	143,409	2,07,238	945,673	4,83,550	9,813,080	38,01,773	10,951,525	46,76,316
1897	47,003	1,80,494	113,266	1,91,142	832,172	4,41,203	8,880,370	35,85,048	9,872,811	43,97,887
Decrease	2,360	3,261	30,143	16,096	113,501	42,347	932,710	2,16,725	1,078,714	2,78,429

The decrease, both in the numbers carried and in the earnings, was attributable to the plague, famine earthquake, and to the stoppage of through-booking with the Bengal and North-Western railway *viâ* Khanwaghât and the Rivers Steam Navigation Company's service *viâ* Jatrapur, owing to damages done to the line by floods. The decrease was also due to the Bengal Central railway being now worked as a separate concern, and to the passenger earnings between Calcutta and Dum Dum junction for traffic from Calcutta and the Southern section stations to the Bengal Central railway and Bengal Central Flotilla service becoming a part and parcel of the earnings of the Bengal Central railway.

The average sum received for carrying a passenger one mile amounted to 2 73 pies, the same as that in the previous year.

The coaching earnings per passenger train-mile were R2·83 against R3·16 in the previous year.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	1,398,783	85,20,894	1,371,211	83,14,011	—27,577	—2,06,883
Military stores	331	2,569	272	2,090	—59	—479
Railway materials for construction (Home line only)	71,097	89,691	102,178	1,39,242	+31,081	+49,551
Coal and coke for the public and foreign railways	137,820	1,59,178	161,016	1,48,511	+23,196	—10,667
Coal and coke for revenue only	106,544	94,594	107,944	95,375	+1,400	+781
Revenue stores other than coal and coke	75,733	71,304	64,705	84,704	—11,028	+13,310
Live-stock	81	2,049	261	6,900	+180	+4,851
Rents, miscellaneous, etc.	...	45,101	...	80,103	...	+35,002
TOTAL	1,790,394	89,85,470	1,807,587	88,70,936	—17,193	—1,14,534
Less—Outstandings irrecoverable	...	...	..	416	...	—416
NET TOTAL	1,790,394	89,85,470	1,807,587	88,70,520	—17,193	—1,14,950

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Decrease. Tons.	Decrease. ₹
Grain and pulse	80,934	2,80,773
	Increase.	Increase.
Jute (raw)	36,119	53,525
Oil-seeds	18,717	73,670

Grain and pulse.—The decrease was due to less despatches of grain and pulse, in consequence of a deficient production of the *rabi* crops in the districts of Nuddia, Jessore and Khoolna. There were also less despatches of rice to the districts of Nuddia, Faridpur, Dacca, Jalpaiguri, Darjeeling, Pubna and Rajshahye, due to the increased import traffic to those districts in 1896 on account of poor crops.

Jute (raw).—The increase under this head was chiefly in bookings from the stations on the Eastern and Northern sections, and the steamer services *viâ* Goalundo to Calcutta, and to the East Indian railway *viâ* Naihâti, owing to a avourable jute season in Bengal.

Oil-seeds.—The increase was due to the heavy traffic of rape and mustard seeds and til seed to Calcutta and the East Indian railway *viâ* Naihâti and Manihâri Ghât.

The average sum received for carrying a ton of goods one mile amounted to 8·53 pies against 8·61* pies in the previous year.

The goods earnings per goods train-mile were ₹4·55 against ₹4·77 in the previous year.

Sundries.—The increase under this head was chiefly due to a number of wagons hired out to the East Indian and the Bengal Central railways and to large payments made by those railways on account of running power charges.

Working expenses.—The following table compares the working expenses of the railway system during 1897 with those of the previous year:

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	12,72,287	8·43	13,94,895	9·45	+1,22,608	+1·02
Locomotive expenses . . .	14,42,892	9·57	17,37,725	11·77	+2,94,833	+2·20
Carriage and wagon expenses .	5,30,647	3·52	4,40,125	2·98	−90,522	−0·54
Traffic expenses	13,71,258	9·09	14,42,746	9·77	+71,488	+0·68
General charges	5,60,931	3·72	6,19,111	4·19	+58,180	+0·47
Steam-boat service	4,08,134	2·71	4,42,456	3·00	+34,322	+0·29
Special and miscellaneous expenditure	4,93,236	3·27	6,18,182	4·19	+1,24,946	+0·92
TOTAL .	60,79,385	40·31	66,95,240	45·35	+6,15,855	+5·04

The increase under "Maintenance of way, works and stations" was mainly due to the laying of more Denham-Olphert's sleepers and to the issue of more materials for maintenance purposes, to repairs to the damages caused by the earthquake and to the dismantling of the middle platform and rebuilding of two new ones in its place at the Sealdah station.

The increase under "Locomotive expenses" was principally due to the erection of six locomotive engines being charged to revenue, to heavier repairs executed during the year and to a larger amount being paid for carriage of revenue stores.

* Including Bengal Central railway.

The decrease under "Carriage and wagon expenses" was owing to heavy renewals during 1896.

The increases under "Traffic expenses" and "General charges" were due to the re-organization of the District Traffic Superintendent's office at Sealdah, to the employment of extra station and train staff, and to an increase under "Salaries of Indian management including offices."

The increase under "Steam-boat service" was chiefly due to larger payment for loading and unloading charges owing to a heavier goods traffic and to the loss on account of breaking up the steamer "*Rob Roy*" charged to Revenue.

The increase under "Special and miscellaneous expenditure" was chiefly due to the hire of 12 locomotive engines obtained on loan from the Oudh and Rohilkhand State railway, to the payments of mileage and demurrage of stock to the East Indian and the Bengal Central railways and to the adjustment in 1897 of the mileage and demurrage charges for wagons hired from the Oudh and Rohilkhand State railway during 1896.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in chapter X, pages 171 and 172, Part I, of the Administration Report.

Calcutta Port Commissioners' Railway (standard gauge).

10. The open mileage of the railway is the same as in the previous year as shown below :

	Miles.
(*a*) Railway from Cossipore to Kidderpore docks . .	6·22
(*b*) Shalimar branch line from Telkul Ghât Road to Bhurpara Khal at Shalimar	2·31
TOTAL .	8·53

General results.

The following table shows the general results of the year's working as compared with those of the previous year :

	Mean mileage worked.	Train-mileage. *	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹			
Previous year.	8·53	...	4,41,434	2,22,170	2,19,264	50·33	995	3·19
1897 . .	8·53	...	3,93,528	2,44,820	1,48,708	62·21	887	2·10
Increase or decrease .	...	...	—47,906	+22,650	—70,556	+11·88	—108	—1·09
Percentage of increase or decrease .	...	...	—10·85	+10·19	—32·18	...	—10·85	...

Gross earnings.

There are only two sources of revenue, *viz.*, goods and sundries, the earnings obtained from which are shown in the following table :

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Goods	4,00,640	3,51,798	—48,842
Sundries	40,794	41,730	+936
TOTAL .	4,41,434	3,93,528	—47,906

* No record of train-mileage is kept.

Goods.—The following is the summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	761,507	3,99,104	749,076	3,50,073	—12,431	—49,031
Coal and coke for the public and foreign railways	16,345	6,080	14,480	5,102	—1,865	—978
TOTAL	777,852	4,05,184	763,556	3,55,175	—14,296	—50,009
Less—Outstandings irrecoverable	...	4,544	...	3,377	...	+1,167
NET TOTAL	777,852	4,00,640	763,556	3,51,798	—14,296	—48,842

The decrease under "Merchandise, general" mainly occurred under "Grain and pulse," "Jute," and "Metals."

Working expenses.

The following table compares the working expenses of the railway during 1897 with those of the previous year:

	PREVIOUS YEAR.		1897.		Increase in amount.	Increase in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, wroks and stations	23,087	5·43	35,005	8·90	11,018	3·47
Locomotive expenses	43,668	9·89	44,117	11·21	449	1·32
Carriage and wagon expenses	18,086	4·10	23,003	5·85	4,917	1·75
Traffic expenses	1,13,206	25·65	1,17,756	29·92	4,550	4·27
General charges	15,087	3·42	15,568	3·95	481	0·53
Special and miscellaneous expenditure	8,136	1·84	9,371	2·38	1,235	0·54
TOTAL	2,22,170	50·33	2,44,820	62·21	22,650	11·88

The increase under "Maintenance of way, works and stations" chiefly occurred under "Maintenance and renewal of permanent way," "Repairs to bridges and tunnels" and "Repairs of stations and buildings."

The increase under "Carriage and wagon expenses" was on account of heavier repairs of goods vehicles.

The increase under "Traffic expenses" was partly under "General superintendence," and partly under "Station staff," owing to a portion of the handling charges of the previous year having been adjusted in 1897.

East Coast State Railway (standard gauge).

11. The open mileage of the several sections are as follows:

	Miles.
Tadêpalli to Bezwada	2·99
Bezwada station to distant signal of the Bezwada extension	0·39
Bezwada to the south bank of tha Gódávari	88·69
Gódávari north to Khurda Road	384·49
Khurda Road to Bhubaneshwar	11·87
Samalkot junction to Cocanada port (Cocanada branch)	9·93
Waltair to Vizagapatam including wharf and swamp lines	5·14
Bhubaneshwar to Barang	9·94
Khurda Road to Puri	25·34
	538·78

The mean mileage worked during the year 1897 was 534·03 miles against 483·87 miles in the previous year. The increase was due to the opening of the following lengths of lines:

	Miles.
Bhubaneshwar to Barang on the 1st February 1897	9·94
Khurda Road to Puri on the 1st February 1897	25·34
Bezwada to Kistna Canal junction for standard gauge traffic on the 15th July 1897	2·66

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	483·87	893,111	24,05,423	18,75,718	5,29,705	77·98	94	0·97
1897	534·03	1,017,891	28,57,288	19,88,318	8,68,970	69·59	100	1·54
Increase or decrease	+50·16	+124,780	+4,51,865	+1,12,600	+3,39,265	—8·39	+6	+0·57
Percentage of increase	10·37	13·97	18·79	6·00	64·05	...	6·38	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase.
	₹	₹	₹
Coaching	13,04,361	14,36,460	1,32,099
Goods	10,01,400	11,35,155	1,33,755
Electric telegraph	11,731	12,123	392
Steam-boat	43,613	66,743	23,130
Sundries	44,318	2,06,807	1,62,489
TOTAL	24,05,423	28,57,288	4,51,865

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	3,796	23,144	21,341	33,821	1,584	2,233	2,752,491	11,60,453	2,779,212	12,19,651
1897	4,543	25,688	26,366	32,687	2,542	3,462	2,913,628	12,94,332	2,947,079	13,56,169
Increase or decrease	+747	+2,544	+5,025	—1,134	+958	+1,229	+161,137	+1,33,879	+167,867	+1,36,518

The improvement under all classes of passenger traffic, except 2nd class, was due to the increased mileage worked during the year and to the development of traffic.

The average sum received for carrying a passenger one mile amounted to 2·10 pies against 2·08 pies in the previous year.

The coaching earnings per passenger train-mile were R2·73 against R3·67.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	291,876	5,85,921	366,853	9,29,214	+74,977	+3,43,293
Military stores	4	58	11	250	+7	+192
Railway materials for construction (Home line only)	128,990	1,65,288	62,894	85,792	—66,096	—79,496
Coal and coke for the public and foreign railways	8,660	12,903	12,904	10,544	+4,244	—2,359
Coal and coke for construction (Home line only)	1,017	2,135	12	4	—1,005	—2,131
Coal and coke for revenue only	28,412	64,143	30,292	63,144	+1,880	—999
Revenue stores other than coal and coke	130,105	1,54,542	44,356	34,882	—85,749	—1,19,660
Live-stock	9	119	2	52	—7	—67
Rents, miscellaneous, etc.	...	16,291	...	11,273	...	—5,018
TOTAL	589,073	10,01,400	517,324	11,35,155	—71,749	+1,33,755

The principal fluctuations of traffic under "Merchandise, general" are noted below :

	Increase. Tons.	Increase. ₹
Grain and pulse	20,494	1,37,671
Metals	30,343	44,249
Railway plant and rolling stock	41,351	1,47,651
	Decrease.	Decrease.
Oil-seeds	26,448	40,605

Grain and pulse.—The increase was chiefly due to the conveyance of food grains to the districts affected by the famine.

Metals.—The increase was principally due to increased bookings of Manganese ore for shipment to England.

Railway plant, etc.—The increase was due to the carriage of materials for the Bezwada-Madras and Bengal-Nágpur railways.

Oil-seeds.—The decrease was due to the failure of crops.

The decrease under "Railway materials for construction" was due to the completion of construction works.

The decrease under "Revenue stores" was due to the ballast train charges on open line having been debited to "Capital" instead of to "Revenue."

The average sum received for carrying a ton of goods one mile amounted to 4·26 pies against 3·37 pies in the previous year.

The goods earnings per goods train-mile were R2·30 against R1·86.

Working expenses.

The following table shows the working expenses of the railway during the year 1897 as compared with the previous year :

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	4,82,482	20·06	4,22,486	14·79	—59,996	—5·27
Locomotive expenses	6,58,053	27·36	7,05,934	24·71	+47,881	—2·65
Carriage and wagon expenses	75,503	3·14	1,04,210	3·65	+28,707	+0·51
Traffic expenses	2,97,938	12·39	3,35,808	11·75	+37,870	—0·64
General charges	2,09,331	8·70	2,89,222	10·12	+79,891	+1·42
Steam-boat service	1,21,817	5·06	1,04,454	3·66	—17,363	—1·40
Special and miscellaneous expenditure	30,594	1·27	26,204	0·91	—4,390	—0·36
TOTAL	18,75,718	77·98	19,88,318	69·59	+1,12,600	—8·39

The decrease under "Maintenance of way, works and stations" was chiefly due to the abnormal charges in 1896 on account of flood damages and to the debit to capital during the first-half of 1897 of ballast train charges.

The increase under "Locomotive expenses" was principally due to the additional mileage opened, to the increased train-mileage run and to the heavy repairs to engines consequent on the increased traffic.

The increase under "Traffic expenses" was chiefly due to extra mileage opened and consequent entertainment of additional establishment and issue of stores.

The increase under "General charges" was mainly due to the establishment charges having been wholly debited to "Revenue" since April 1897.

Rates and fares.

The chief alterations in the coaching fares and goods rates will be found noted in chapter X, pages 171 and 173, Part I, of the Administration Report.

Great Indian Peninsula Railway system (standard gauge).

12. The open mileages of the several sections are as follows:

	Miles.
Great Indian Peninsula railway	1,288·00
Wardha Coal railway	44·88
Dhond-Manmád railway	145·44
Khámgaon railway	7·55
Amráoti railway	5·44
	1,491·31

The mean mileage worked during the year 1897 was 1,491·31 miles against 1,490·35 miles in the previous year. The increase of 0·96 mile was due to the working throughout the year of the extension of the Mohpáni branch to Gotitoria.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses *	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,490·35	9,000,933	3,44,19,629	1,84,80,459	1,59,39,170	53·69	444	5·38
1897	1,491·31	9,096,798	2,84,32,402	1,86,54,441	97,77,961	65·61	367	3·30
Increase or decrease	+0·96	+95,865	—59,87,227	+1,73,982	—61,61,209	+11·92	—77	—2·08
Percentage of increase or decrease	+0·06	+1·07	—17·39	+0·94	—38·65	...	—17·34	...

Surplus profits.

There were no surplus profits in 1897, the net earnings, amounting to ₹93,94,397, having fallen short of the guaranteed interest by ₹36,02,823.

After deducting from the net earnings of the year, the charges for guaranteed interest, the net results showed a loss to the Government for the year of ₹36,02,823 against a gain of ₹1,71,796 in 1896—a decrease of ₹37,74,619.

* Including contribution to the Provident Fund and expenditure incurred direct by the State on leased lines, but excluding rent paid for the lease of these lines.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	96,19,496	77,89,154	—18,30,342
Goods	2,43,89,684	2,02,93,641	—40,96,043
Electric telegraph	81,485	83,591	+2,106
Sundries	3,28,964	2,66,016	—62,948
TOTAL	3,44,19,629	2,84,32,402	—59,87,227

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS BY MAIL.		THIRD CLASS BY OTHER TRAINS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	100,008	5,19,165	764,640	8,05,395	429,090	7,77,407	16,145,075	59,56,158	17,438,813	80,58,125
1897	93,945	4,68,455	749,753	7,72,581	321,791	5,93,434	13,317,546	44,14,014	14,483,035	62,48,484
Decrease	6,063	50,710	14,887	32,814	107,299	1,83,973	2,827,529	15,42,144	2,955,778	18,09,641

The decrease in the passenger traffic was partly due to the famine, but chiefly to the restrictions imposed on account of the plague in the Bombay Presidency.

The average sum received for carrying a passenger one mile amounted to 2·28 pies against 2·26 pies in the previous year.

The coaching earnings per passenger train-mile were R1·85 against R2·44.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	1,856,418	2,22,93,132	1,551,162	1,82,95,437	—305,256	—39,97,695
Military stores	10,411	2,05,471	9,008	1,54,290	—1,403	—51,181
Railway materials for construction (Home line only)	26,832	30,267	15,951	16,504	—10,881	—13,763
Coal and coke for the public and foreign railways	170,627	6,00,984	195,463	6,80,598	+24,836	+79,614
Coal and coke for construction (Home line only)	66	345	88	307	+22	—38
Coal and coke for revenue only	182,050	3,80,376	206,424	4,54,656	+24,374	+74,280
Revenue stores other than coal and coke	380,255	6,53,970	293,336	4,43,680	—86,919	—2,10,290
Live-stock	10,071	1,87,000	11,519	2,03,354	+1,448	+16,354
Rents, miscellaneous, etc.	...	38,139	...	44,815	...	+6,676
TOTAL	2,636,730	2,43,89,684	2,282,951	2,02,93,641	—353,779	—40,96,043

The noticeable decreases under "Merchandise, general" are noted below:

	Decrease. Tons.	Decrease. ₹
Cotton, raw	40,418	8,07,996
Grain and pulse	55,682	3,80,622
Oil-seeds	172,445	21,03,051

Cotton, raw.—The decrease was partly due to the failure of crops in the Berars and partly to lateness of the season.

Grain and pulse.—The decrease was chiefly due to failure of the wheat crop owing to scanty rainfall, and to the abnormal traffic in jawar and bajra in the previous year to famine-stricken districts.

Oil-seeds.—The decrease was chiefly due to the entire failure of the linseed crop throughout the districts served by this railway.

The average sum received for carrying a ton of goods one mile amounted to 7·72 pies against 8·06 pies in the previous year.

The goods earnings per goods train-mile were R4·16 against R4·82.

Working expenses.

The following table shows the working expenses of the railway system during 1897 as compared with the previous year:

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	47,44,622	13·78	46,07,997	16·21	—1,36,625	+2·43
Locomotive expenses	73,43,666	21·34	69,75,582	24·53	—3,68,084	+3·19
Carriage and wagon expenses	15,97,155	4·64	22,98,506	8·08	+7,01,351	+3·44
Traffic expenses	29,11,607	8·46	29,58,232	10·41	+46,625	+1·95
General charges	13,29,611	3·86	13,58,403	4·78	+28,792	+0·92
Special and miscellaneous expenditure	5,53,798	1·61	4,55,721	1·60	—98,077	—0·01
TOTAL	1,84,80,459	53·69	1,86,54,441	65·61	+1,73,982	+11·92

The decrease under "Maintenance of way, works and stations" was partly due to the extraordinary expenditure incurred in 1896 for the restoration of certain bridges on the south-east line destroyed by floods, partly to a reduction in the quantity of new ballast laid, and partly to an improvement in the rate of exchange.

The decrease under "Locomotive expenses" was due to the almost entire use of Indian coal, to the renewal of a smaller number of engines, and to an improvement in the rate of exchange.

The increase under "Carriage and wagon expenses" was chiefly due to debits in connection with the replacement of Cammell's axles and to increased consumption of English stores, principally wheels and axles, for replacing the condemned ones.

The decrease under "Special and miscellaneous expenditure" was chiefly due to there being no contribution to the Provident Fund during 1897.

Rates and fares.

The chief alterations in the goods rates will be found noted in chapter X, page 173, Part I, of the Administration Report.

Bombay, Baroda and Central India Railway system (standard gauge).

13. The open mileages of the several sections are as follows:

	Miles.
Bombay, Baroda and Central India railway	460·90
Godhra-Rutlam-Nágdá railway	140·91
Nágdá-Ujjain railway	34·67
Gaekwar's Petlád railway	13·35
TOTAL	649·83

The mean mileage worked during the year 1897 was 649·83 miles against 622·04 miles in the previous year. The increase was due to the working of the Rutlam-Nágdá section of the Godhra-Rutlam-Nágdá railway (25·81 miles) and the Nágdá-Ujjain railway (34·67 miles) throughout the year.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses. *	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	622·04	2,835,377	†1,76,57,199	81,67,076	†94,90,123	46·25	546	7·64
1897 . . .	649·83	2,848,067	1,55,04,059	86,51,923	68,52,136	55·80	459	5·37
Increase or decrease .	+27·79	+12,690	—21,53,140	+4,84,847	—26,37,987	+9·55	—87	—2·27
Percentage of increase or decrease . .	+4·47	+0·45	—12·19	+5·94	—27·80	+20·65	—15·93	—29·71

The total amount payable to the Bombay, Baroda and Central India Railway Company on account of surplus profits in comparison with 1896 is shown in the following table:

	1896.		1897.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Net receipts	60,89,526	28,98,200	43,31,209	21,91,333
Deduct—				
Guaranteed interest	23,27,816	23,61,782	23,65,916	23,63,870
Interest on overdrawn capital	47,506	7,501	9,863	...
Contribution to the Provident Fund . .	...	89,908	...	65,415
TOTAL .	23,75,322	24,59,191	23,75,779	24,29,285
Balance surplus profits	37,06,641‡	4,36,313§	19,48,996‖	2,37,953
Moiety payable to the Company	18,53,320	2,18,157	9,74,498	...
Add—				
Guaranteed interest	23,27,816	23,61,782	23,65,916	23,63,870
(*a*) Total payable to the Company	41,81,136	25,79,939	33,40,414	23,63,870
Percentage on total capital bearing interest, *viz.*, ₹9,80,53 091 for the first-half of 1896, ₹10,35,07,636 for the second-half of 1896 and for 1897	4·26	2·49	3·23	2·28
(*b*) Amount payable to the Company for the Rajputana-Malwa and Godhra-Rutlam-Nágdá railways (⅛th surplus profits)	6,70,344	1,54,198	3,55,522	2,11,707
TOTAL PAYABLE TO THE COMPANY (*a* + *b*) .	48,51,480	27,34,137	36,95,936	25,75,577
Percentage on total capital bearing interest . . .	4·95	2·64	3·57	2·49

* Including contribution to the Provident Fund.
† Including ₹32,507 credited for terminal charges for previous years.
‡ Excluding ₹7,563 appertaining to previous periods.
§ Excluding ₹2,696 appertaining to previous periods.
‖ Excluding ₹6,433 appertaining to previous periods.

The divisible surplus profits of the first-half of 1897 of the Bombay, Baroda and Central India railway at the date of the submission of the accounts amounted to ₹19,48,996 against ₹37,06,641 in the first-half of 1896, a reduction of ₹17,57,645. There were no surplus profits in the second-half of 1897, the net earnings amounting to ₹21,91,332 having fallen short of the guaranteed interest by ₹1,72,538.

Surplus profits.

After deducting from the net earnings of the year, the Company's moiety of surplus profits and the adjustment of outstandings for the first-half of 1897, and charges for guaranteed interest, contribution to the Provident Fund, and interest on overdrawn capital for the year, the net result showed a gain to the State of ₹7,36,547 as against a gain of ₹20,71,477 in the previous year, a decrease of ₹13,34,930.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Decrease.
	₹	₹	₹
Coaching	58,98,779	46,10,543	*12,88,236*
Goods	*1,13,69,638	1,05,30,717	*8,38,921*
Electric telegraph	56,487	52,351	*4,136*
Sundries	3,32,295	3,10,448	*21,847*
TOTAL	1,76,57,199	1,55,04,059	*21,53,140*

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	137,554	1,51,852	1,215,731	4,42,700	551,344	8,55,217	15,445,686	37,45,854	17,350,315	51,95,623
1897	123,235	1,37,459	1,132,202	4,29,818	367,577	6,24,859	12,395,867	27,06,000	14,018,881	38,98,136
Decrease	*14,319*	*14,393*	*83,529*	*12,882*	*183,767*	*2,30,358*	*3,049,819*	*10,39,654*	*3,331,434*	*12,97,487*

The decrease in all classes was due to the prevalence of famine and plague.

The average sum received for carrying a passenger one mile amounted to 2·60 pies against 2·61 pies in the previous year.

The coaching earnings per passenger train-mile averaged ₹3·00 against ₹4·13.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	1,490,427	1,01,26,272	1,353,656	94,79,327	*—136,771*	*—6,46,945*
Military stores	1,325	31,415	990	27,434	*—335*	*—3,981*
Railway materials for construction (Home line only)	178,710	1,94,293	244,455	2,28,664	*+65,745*	*+34,371*
Coal and coke for the public and foreign railways	52,639	2,97,527	46,837	2,33,097	*—5,802*	*—64,430*
Coal and coke for construction (Home line only)	10,423	19,820	8,914	16,098	*—1,509*	*—3,721*
Coal and coke for revenue only	93,262	1,84,705	86,323	1,56,877	*—6,939*	*—27,828*
Revenue stores other than coal and coke	107,790	1,24,117	94,834	1,03,599	*—12,956*	*—20,518*
Live-stock	17,988	3,47,797	16,007	2,74,281	*— 1,981*	*—73,516*
Rents, miscellaneous, etc.	...	*43,692	...	11,340	...	*—32,352*
TOTAL	1,952,564	1,13,69,038	1,852,016	1,05,30,717	*—100,547*	*—38,921*

* Including ₹32,507 credited on the Gaekwar's Petlád railway for terminal charges relating to previous years.

The noticeable decreases of traffic under "Merchandise, general" occurred in the following commodities :

	Decrease.	
	Tons.	₹
Cotton, raw	15,870	1,55,294
Grain and pulse	49,408	2,37,427
Oil-seeds	33,342	2,28,764

Cotton, raw.—The decrease under this head was mainly in traffic booked locally from Broach, minor stations between Surat and Ahmedabad, Viramgam, the Pátri branch and Wadhwán to Bombay.

Grain and pulse.—The decrease under this head was principally in the inward wheat traffic received *viá* Rutlam and Godhra, chiefly at Bombay, and also in the grain and pulse traffic received at stations on the Bombay, Baroda and Central India railway from *viá* Rutlam and Godhra.

Oil-seeds.—The decrease under this head was partly in the traffic booked locally over the Bombay, Baroda and Central India railway and partly in the traffic received at Bombay *viá* Sábarmati and *viá* Rutlam and Godhra.

The average sum received for carrying a ton of goods one mile amounted to 8·23 pies against 8·12 pies in the previous year.

The goods earnings per goods train-mile were ₹8·05 against ₹8·08.

The following table shows the working expenses of the railway system during 1897 as compared with the previous year :

Working expenses.

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations .	24,64,823	13·96	29,38,482	18·95	+4,73,659	+4·99
Locomotive expenses	30,72,249	17·40	27,94,168	18·02	−2,78,081	+0·62
Carriage and wagon expenses . . .	6,44,373	3·65	9,80,997	6·33	+3,36,624	+2·68
Traffic expenses	10,98,188	6·22	10,84,663	7 00	−13,525	+0·78
General charges	6,39,663	3·62	6,49,697	4·19	+10,034	+0·57
Special and miscellaneous expenditure .	2,47,780	1·40	2,03,916	1·31	−43,864	−0 09
TOTAL .	81,67,076	46·25	86,51,923	55·80	+4,84,847	+9·55

The increase under "Maintenance of way, works and stations" was chiefly due to enhanced expenditure on the renewal of the Warren girder bridges and to more extensive renewals of permanent-way materials.

The decrease under "Locomotive expenses" was partly due to the decrease in the number of engines repaired and partly to a reduction in the quantity of English coal used and in the price paid for Indian coal.

The increase under "Carriage and wagon expenses" was entirely due to the extensive renewals of coaching and goods stock, specially the latter.

Madras Railway system (standard gauge).

14. The open mileages of the several sections are as follows :

	Miles.
Madras railway	839·23
Kolar Gold-fields railway	10·00
Madras-Ennúr section (Bezwada-Madras railway) . .	8·45
	857·68

The mean mileage worked during the year 1897 was 857·68 miles against 856·47 miles in the previous year. The increase was due to the Madras-Ennúr section of the Bezwada-Madras railway, which was opened on the 22nd February 1896, having been worked throughout the year.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses, *	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	856·47	2,544,645	1,10,96,897	56,38,124	54,58,773	50·81	249	4·46
1897 . . .	857·68	2,647,436	1,17,38,041	56,22,068	61,15,973	47·90	263	4·98
Increase or decrease .	+ 1·21	+102,791	+6,41,144	— 16,056	+6,57,200	—2·91	+14	+0·52
Percentage of increase or decrease .	+0·14	+4·04	+5·78	—0·28	+12·04	...	+5·73	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	46,68,377	46,32,757	—35,620
Goods	62,11,931	68,65,894	+6,53,963
Electric telegraph	20,516	20,492	—24
Sundries	1,96,073	2,18,898	+ 22,825
TOTAL .	1,10,96,897	1,17,38,041	+6,41,144

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year . .	26,455	2,00,986	114,972	2,47,335	10,469,610	36,32,018	10,611,037	40,80,339
1897	27,766	1,99,336	117,232	2,53,926	10,929,003	35,48,667	11,074,001	40,01,929
Increase or decrease .	+1,311	—1,650	+2,260	+6,591	+459,393	—83,351	+462,964	—78,410

The increase in number with a falling off in earnings under first class and the increase in number and earnings under second class were due to ordinary fluctuations of traffic and to an abnormal troop traffic in connection with the "Malakand and Tirah expeditions."

The increase in numbers and decrease in earnings under third class was chiefly due to a reduction in the third class passenger fare for short distances.

There were increases of ₹10,275 under "Passengers' luggage," of ₹11,840 under "Military baggage" and of ₹26,038 under "Parcels for the public." The increase under "Passengers' luggage" was due to the improvement in the number of passengers carried; that under "Military baggage," to an abormal military traffic, and that under "Parcels for the public" to the increased traffic in fruits, cloth, tobacco, betelnuts, indigo and gunny.

* Including contribution to the Provident Fund.

The average sum received for carrying a passenger one mile amounted to 2·26 pies against 2·27 pies in the previous year.

The coaching earnings per passenger train-mile were R3·58 against R3·56.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	786,429	55,05,278	888,133	60,19,633	+101,704	+5,14,355
Military stores	1,903	78,319	1,768	80,054	—135	+1,735
Railway materials for construction (Home line only)	1,115	3,461	1,523	4,831	+408	+1,370
Coal and coke for the public and foreign railways	95,002	4,45,348	1,28,048	5,68,838	+33,046	+1,23,490
Coal and coke for revenue only	32,037	29,121	32,216	38,802	+179	+9,681
Revenue stores other than coal and coke	222,565	90,440	197,096	92,099	—25,469	+1,659
Live-stock	1,757	34,591	1,563	40,188	—194	+5,597
Rents, miscellaneous, etc.	...	25,373	...	21,449	...	—3,924
TOTAL	1,140,808	62,11,931	1,250,347	68,65,894	+109,539	+6,53,963

The noticeable fluctuations of traffic under "Merchandise, general" are noted below :

	Increase. Tons.	Increase. ₹
Grain and pulse	72,783	3,86,835
Timber	14,601	1,21,002
	Decrease.	Decrease.
Cotton, raw	7,269	92,132
Sugar	7,109	61,315

Grain and pulse.—The increase was chiefly due to the improvement in the local traffic and in the traffic from the Madras railway stations to the Great Indian Peninsula railway and north *viâ* Raichur.

Timber.—The increase was due to larger despatches of timber and fire wood to stations on the Kolar Gold-fields railway.

Cotton, raw.—The decrease was chiefly due to a falling off in the local traffic, principally of Adoni, Raichur and Tadpatri.

Sugar.—The decrease was due to smaller despatches of unrefined sugar from the North Arcot district and the Southern Mahratta railway to Madras, and from the Bangalore branch and Palghat to the Madras and South Indian railways.

The average sum received for carrying a ton of goods one mile amounted to 8·35 pies against 8·46 pies in the previous year.

The goods earnings per goods train-mile were R5·07 against R5·04.

Working expenses.

The following table compares the working expenses of the railway system during 1897 with those of the previous year :

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	13,00,911	11·72	12,90,151	10·99	—10,760	—0·73
Locomotive expenses	21,44,808	19·33	21,70,119	18·49	+25,311	—0·84
Carriage and wagon expenses	6,28,565	5·66	6,15,806	5·25	—12,759	—0·41
Traffic expenses	8,78,948	7·92	8,45,557	7·21	—33,391	—0·71
General charges	5,87,677	5·30	5,80,836	4·95	—6,841	—0·35
Special and miscellaneous expenditure	97,215	0·88	1,19,599	1·01	+22,384	+0·13
TOTAL	56,38,124	50·81	56,22,068	47·90	—16,056	—2·91

The increase under "Locomotive expenses" was chiefly due to a larger consumption of fuel during the year, to the upkeep of water columns, hydrants, etc., having been transferred to the Locomotive department, and to the introduction of a more efficient system of cleaning engines.

The decrease under "Traffic expenses" was chiefly due to the original cost of oil lamps, which have been replaced by gas, having been charged off in the first half of 1896, and to an additional recovery from the Postal department for gas lighting charges in the year 1897.

The increase under "Special and miscellaneous expenditure" was principally due to the commission and stamp duty paid on debentures and to loss by exchange.

Rates and fares.

The principal alterations in the coaching fares will be found noted in chapter X, page 171, Part I, of the Administration Report.

The Nizam's Guaranteed State Railway system (standard gauge).

15. The railway system consists of—

	Miles.
The Nizam's Guaranteed State railway	*332·32
Bezwada extension of the East Coast State railway . .	20·58
TOTAL .	*352·90

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean-mileage worked.†	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	354·70	777,866	34,57,844	16,91,153	17,66,691	48·91	187	4·18
1897 . . .	354·70	909,620	37,77,154	17,81,740	19,95,414	47·17	205	4·70
Increase or decrease . .	...	+131,754	+3,19,310	+90,587	+2,28,723	—1·74	+18	+0·52
Percentage of increase . .	...	16·94	9·23	5·36	12·95	...	9·63	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	9,44,010	8,81,461	—62,549
Goods	24,33,497	28,24,280	+3,90,783
Electric telegraph	19,126	20,416	+1,290
Sundries	61,211	50,997	—10,214
TOTAL .	34,57,844	37,77,154	+3,19,310

* Including 2·19 miles (Trimulgherry branch) used for military traffic only.

† Including 3·10 miles of the home line worked over twice by each train and 0·89 mile of the East Coast State railway from the distant signal at Bezwada to the Bezwada station worked over, but excluding the Trimulgherry branch, 2·19 miles.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class by mail train.		Third class by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	7,544	53,031	38,143	74,634	323, 20	1,65,144	1,053,532	5,43,574	1,422,419	8,38,383
1897 . . .	6,545	46,102	39,350	77,082	277,925	1:41,934	969,248	5,06,077	1,293,068	7,71,195
Increase or decrease . .	−999	−6,929	+1,207	+2,448	−45,275	−23,210	−84,284	−39,497	−129,351	−67,188

The decrease was chiefly due to the plague, poverty and loss of trade caused by the famine.

The average sum received for carrying a passenger one mile amounted to 2·33 pies against 2·34 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·85 against ₹4·08.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general . . .	231,152	13,68.867	235,564	14,10,050	+4,412	+41,183
Military stores	766	12,159	736	11,354	—30	—805
Railway materials for construction (Home line only) . . .	10,278	10,756	21,554	24,955	+11,276	+14,199
Coal and coke for the public and foreign railways	229,804	9,43,038	317,189	12,71,671	+87,385	+3,28,633
Coal and coke for construction (Home line only) . . .	171	899	107	423	—64	—476
Coal and coke for revenue only .	20,298	50,570	31,900	56,870	+11,602	+6,300
Revenue stores other than coal and coke	179,440	34,263	165,927	28,656	—13,513	—5,607
Live-stock	270	6,005	478	7,613	+208	+1,608
Rents, miscellaneous, etc. . .	...	6,940	...	12,688	...	+5,748
Total .	672,179	24,33,497	773,455	28,24,280	+101,276	+3,90,783

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons	Increase. ₹
Rice	21,049	1,52,926
Jawar	21,221	34,415
	Decrease.	Decrease.
Castor seed	15,823	88,096
Linseed	12,097	28,429
Til or jinjili seed	8,281	55,786

Rice.—The increase was principally attributable to the despatch of considerable quantities of rice not in the husk from foreign lines, *vid* Wádi and Bezwada, and from the East Coast State railway and Bezwada to Secunderabad and Hyderabad.

Jawar.—The increase was chiefly in the foreign outward traffic of Shankarpalli, Tandur, Navandgi, Seram and Chittapur.

Castor seed.—The decrease was due to smaller traffic, chiefly at Alir, Secunderabad, Bhongir, Bibinagar, Hyderabad, Raghunathpálli and Warangal stations.

Linseed.—The decrease occurred mainly in the foreign outward traffic (*vid* Wádi) of Shankarpalli, Seram and Chittapur.

Til or Jinjili seed.—The decrease was mainly in the foreign outward traffic of Warangal *viâ* Wádi and *viâ* Bezwada (East Coast State railway).

The increase under "Coal and coke for the public and foreign railways" was chiefly due to larger despatches of coal to Wádi and places beyond for consumption on the Great Indian Peninsula railway.

The average sum received for carrying a ton of goods one mile amounted to 5·23 pies against 5·95 pies in the previous year.

The goods earnings per goods train-mile were R4·15 against R4·45.

Working expenses.

The following table compares the working expenses of the railway system during 1897 with the previous year:

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations .	5,40,108	15·62	5,79,021	15·33	+38,913	—0·29
Locomotive expenses .	4,48,490	12·97	4,75,280	12·58	+26,790	—0·39
Carriage and wagon expenses . . .	1,10,080	3·18	1,18,379	3·13	+8,299	—0·05
Traffic expenses . .	2,60,146	7·52	2,65,724	7·04	+5,578	—0·48
General charges . .	3,06,479	8·87	2,93,145	7·76	—13,333	—1·11
Special and miscellaneous expenditure . .	25,850	0·75	50,190	1·33	+24,340	+0·58
Total .	16,91,153	48·91	17,81,740	47·17	+90,587	—1·74

The increase under "Maintenance of way, works and stations" was chiefly due to the special renewals carried out on the Wádi-Secunderabad section and the mineral branch and to the debit of the balance of the amount spent in repairing the breaches on the Bezwada extension railway.

The increase under "Locomotive expenses" was principally due to the consumption of a large quantity of coal, owing to the additional train mileage run and the increased weight of trains.

The increase under "Special and miscellaneous expenditure" was chiefly due to the payment of increased mileage and demurrage charges to the Great Indian Peninsula railway for the use of their wagons required to meet the heavy traffic in coal.

Bengal and North-Western Railway system (metre gauge).

16. The open mileages of the two sections are as follows:

	Miles.
Tirhoot State railway, Government section . . .	341·80
Bengal and North-Western railway, Company's section .	485·55
	827·35

The mean mileage worked during the year 1897 was 815·66 miles against 760·47 miles in the previous year. The increase was due to the opening of the following lengths of line and to a revision of the open mileage:

		Miles.
Jarwal road-Gogra Ghât	Opened on 24th Nov. 1896	7·40
Ganeshpur (Bahram Ghât)-Burhwal . .		
Gogra Ghât to Ganeshpur		1·90*
Gonda to Balrámpur	15th Dec. 1896	22·00
Nánpára to Jungle Motipur . . .	„	15·00
Bhatni to Bhágalpur	„	17·14
Salimpur-Barhaj branch	1st „ 1897	12·77

* Opened as a temporary measure.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	₹
Previous year .	760·47	1,787,345	57,87,067	25,44,821	32,42,246	43·97	134	5·90
1897 . .	815·66	2,038,140	59,93,826	26,24,173	33,69,653	43·78	128	5·95
Increase or decrease .	+55·19	+250,795	+2,06,759	+79,352	+1,27,407	—*0·19*	—*6*	+0·05
Percentage of increase or decrease .	+7·26	+14·03	+3·57	+3·12	+3·93	...	—*4·48*	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	22,21,280	23,36,747	+1,15,467
Goods	28,73,143	28,29,311	—*43,832*
Electric telegraph	29,315	32,854	+3,539
Steam-boat	4,69,662	5,81,873	+1,12,211
Sundries	1,93,667	2,13,041	+19,374
TOTAL .	57,87,067	59,93,826	+2,06,759

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	16,435	53,229	23,450	41,098	78,026	40,995	5,447,180	19,54,787	5,565,091	20,90,109
1897 .	17,878	54,341	25,348	42,306	68,377	42,989	5,776,033	20,44,427	5,887,636	21,84,063
Increase or decrease.	+1,443	+1,112	+1,898	+1,208	—*9,649*	+1,994	+328,853	+89,640	+322,545	+93,954

The improvement in the passenger traffic was mainly due to the increased mileage worked and to the larger attendance at *melas* held at Sonepore and Ajodhya.

The average sum received for carrying a passenger one mile amounted to 2·10 pies against 2·11 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·58 against ₹2·98.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	695,963	26,60,511	723,221	24,89,622	+27,258	—*1,70,889*
Military stores	...	...	...	2	...	+2
Railway materials for construction (Home line only)	41,406	74,900	86,192	1,37,320	+44,786	+62,420
Coal and coke for the public and foreign railways	41,324	73,038	35,089	63,538	—*6,235*	—9,500
Coal and coke for construction (Home line only)	90	341	474	1,503	+384	+1,162
Coal and coke for revenue only	28,499	35,375	24,152	33,523	—*4,347*	—*1,852*
Revenue stores other than coal and coke	32,546	35,190	61,913	74,170	+29,367	+38,980
Live-stock	49	650	55	1,663	+6	+1,013
Rents, miscellaneous, etc.	...	—*6,862*	...	27,970	...	+34,832
TOTAL	839,877	28,73,143	931,096	28,29,311	+91,219	—*43,832*

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Decrease. Tons.	Decrease. ₹
Grain and pulse	...	1,81,915
Sugar	8,209	53,682
	Increase.	Increase.
Grain and pulse	21,714	...
Oil-seeds	10,005	50,984
Tobacco	2,166	32,158

Grain and pulse.—The decrease in the earnings was due to the failure of the rice crop in the Basti and Gonda districts and to the stoppage of exports from Nepal, while the increase in weight was attributable to a large import of rice over short leads at low rates from Howrah and other districts in Bengal, owing to the demand for food grains in the districts served by the line where scarcity prevailed.

Sugar.—The decrease under this head was due to the failure of the sugar-cane crops.

Oil-seeds.—The increase was principally due to heavy exports of rape and mustard seeds, for which there was good demand in Calcutta.

Tobacco.—The increase was in tobacco unmanufactured which generally obtained long leads owing to the opening of the metre gauge link.

The increase under "Railway materials for construction" was chiefly due to the carriage of a large quantity of materials for the new extensions.

The increase under "Revenue stores" was mainly due to the carriage of stores for the Engineering department owing to extensive repairs and renewals.

The increase under "Rents, miscellaneous, etc.," was mainly due to a large credit during the previous year on account of a defalcation at Samastipur.

The average sum received for carrying a ton of goods one mile amounted to 5·32 pies against 5·94 pies in the previous year.

The goods earnings per goods train-mile were R2·50 against R2·76.

Steam-boat.—The increase under this head was mainly due to the increased quantity of merchandise carried *vid* Mokameh and Digha Ghâts.

Working expenses.

The following table compares the working expenses of the railway system during 1897 with those of the previous year:

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in percentage of expenses on gross earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	6,87,868	11·89	7,27,445	12·14	+ 39,577	+ 0·25
Locomotive expenses	5,24,031	9·05	5,26,551	8·78	+ 2,520	— 0·27
Carriage and wagon expenses	1,77,489	3·07	1,57,792	2·63	— 19,697	— 0·44
Traffic expenses	4,42,628	7·65	4,62,796	7·72	+ 20,168	+ 0·07
General charges	3,93,562	6·80	3,85,551	6·43	— 8,011	— 0·37
Steam-boat service	1,98,162	3·42	2,21,525	3·70	+ 23,363	+ 0·28
Special and miscellaneous expenditure	1,21,081	2·09	1,42,513	2·38	+ 21,432	+ 0·29
TOTAL	25,44,821	43·97	26,24,173	43·78	+ 79,352	— 0·19

The increase under "Maintenance of way, works and stations" was chiefly due to the carriage of more revenue stores for relaying the line with steel rails.

The decrease under "Carriage and wagon expenses" was due to less repairs to vehicles and to fewer axles having been put in.

The increase under "Traffic expenses" was due to the employment of additional station and train staff and to the increased charges for fuel and lighting on account of the additional mileage opened.

The increase under "Steam-boat service" was mainly due to increased loading and unloading charges, to the heavier consumption of stores owing to the increased traffic and to a large credit in 1896 on account of stores returned to stock.

The increase under "Special and miscellaneous expenditure" was chiefly due to the changes in the site of the Bahramghát ferry to meet the requirements of the permanent Gogra bridge, to the employment of trollies for traffic requirements, to the engagement of extra staff and boats during the rains, and to the provision made to meet loss and depreciation on stores.

Traffic working.

On the 15th May, Bengal and North-Western railway trains commenced to run over the metre gauge link to Cawnpore.

From the date above mentioned rolling-stock was interchanged between the Bengal and North-Western and Bombay, Baroda and Central India railways.

Rajputana-Malwa Railway system (metre gauge).

17. The open mileages of the several sections are as follows:

	Miles.
Rajputana-Malwa railway	1,673·94
Pálanpur-Deesa „	17·28
Ahmedabad-Parántíj „	54·59
Gaekwar's Mehsána „	92·63
Oodeypore-Chitor „	60·39
TOTAL	1,898·83

The mean mileage worked during the year 1897 was 1,873·17 miles against 1,844·20 miles in the previous year. The increase was due to the opening of Ahmedabad-Parántíj railway as under:

	Miles.
Ahmedabad to Talod, on 1st May 1897	32·88
Talod to Parántíj, on 20th June 1897	7·89
Parántíj to Idar-Ahmednagar, on 23rd October 1897	13·82

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	1,844·20	5,431,491	*2,03,36,109	90,05,197	1,13,30,912	44·28	212	8·21
1897 . . .	1,873·17	5,204,568	1,90,48,990	89,00,740	1,01,48,250	46·73	196	7·29
Increase or decrease	+28·97	*—226,923*	*—12,87,119*	*—1,04,457*	*—11,82,662*	+2·45	*—16*	*—0·92*
Percentage of increase or decrease . .	+1·57	*—4·18*	*—6·33*	*—1·16*	*—10·44*	...	*—7·55*	...

Surplus profits.

The divisible surplus profits for the first-half of 1897, at the date of the submission of the accounts, amounted to ₹17,77,608 against ₹33,51,718 in the first-half of the previous year, a reduction of ₹15,74,110. The surplus profits for the second-half of 1897 were ₹10,58,536 against ₹7,70,992 in the corresponding period of 1896, an improvement of ₹2,87,544.

After deducting from the net earnings of the year, the Company's share of surplus profits, charges for interest and adjustment on account of outstanding earnings, the net results show a gain to the State for the year of ₹22,68,916 against a gain of ₹32,98,168 in the previous year, or a reduction of ₹10,29,252.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	74,47,736	64,15,079	*—10,32,657*
Goods	1,24,34,900*	1,21,71,727	*—2,63,173*
Electric telegraph . . .	84,993	79,530	*— 5,463*
Sundries	3,68,480	3,82,654	+14,174
TOTAL .	2,03,36,109	1,90,48,990	*—12,87,119*

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	20,292	1,42,442	74,952	2,15,736	264,902	2,90,482	11,769,557	60,55,152	12,129,703	67,03,812
1897 .	19,441	1,23,304	89,289	2,11,351	216,402	2,37,351	10,062,744	49,38,529	10,387,876	55,10,535
Increase or decrease .	*—851*	*—19,138*	+14,337	*—4,385*	*—48,500*	*—53,131*	*—1,706,813*	*—11,16,623*	*—1,741,827*	*—11,93,277*

* Including ₹92,436 credited for terminal charges for previous years.

The decrease in the passenger traffic was partly due to the prevalence of famine, partly to the season being considered inauspicious for Hindu marriages and partly to the restrictions imposed on account of the plague.

There were increases under "Military horses" and "Parcels for the public," due to the Tirah expedition.

The average sum received for carrying a passenger one mile amounted to 2·13 pies against 2·12 pies in the previous year.

The coaching earnings per passenger train-mile were R2·90 against R3·19.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	1,518,446	1,16,71,465	1,502,203	1,16,33,857	—*16,243*	—*37,608*
Military stores	5,698	81,528	6,780	1,26,489	+1,082	+44,961
Railway materials for construction (Home line only)	35,147	54,441	21,372	28,219	—*13,775*	—*26,222*
Coal and coke for the public and foreign railway	10,769	42,990	19,765	71,242	+8,996	+28,252
Coal and coke for construction (Home line only)	1,245	4,811	2,637	9,293	+1,392	+4,482
Coal and coke for revenue only	83,858	2,69,296	55,764	1,26,930	—*28,094*	—*1,42,366*
Revenue stores other than coal and coke	72,299	1,24,795	69,226	99,802	—*3,073*	—*24,993*
Live-stock	4,589	67,807	4,188	55,627	—*401*	—*12,180*
Rents, miscellaneous, etc.	...	*1,17,767	...	20,268	...	—*97,499*
TOTAL	1,732,051	1,24,34,900	1,681,935	1,21,71,727	—*50,116*	—*2,63,173*

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

Decrease.

	Tons.	₹
Cotton, raw	3,077	92,883
Metals	1,063	25,665
Oil-seeds	10,740	96,708
Sugar	2,444	20,918

Increase.

	Tons.	₹
Cotton, manufactured	2,606	83,172
Grain and pluse	14,229	3,23,144
Salt	1,902	61,831

Cotton, raw.—The decrease under this head was partly due to a falling-off in the traffic booked locally and partly in that forwarded to the Bombay, Baroda and Central India railway *viâ* Sábarmati.

Metals.—The decrease was chiefly in the traffic received *viâ* Sábarmati.

Oil-seeds.—The decrease was chiefly in the traffic forwarded to the Bombay, Baroda and Central India railway *viâ* Sábarmati and *viâ* Rutlam and Godhra.

Sugar.—The decrease was chiefly in the traffic received *viâ* Hathras and *viâ* Cawnpore.

Cotton, manufactured.—The increase was chiefly in traffic carried locally and in that received *viâ* Sábarmati, principally at Delhi.

Grain and pulse.—The increase was chiefly in the wheat traffic carried locally and in that forwarded *viâ* Sábarmati and Khandwa.

Salt.—The increase was chiefly in the traffic from Khárághoda and Sámbhar to foreign lines *viâ* Cawnpore.

The decrease under "Coal for revenue department" was due to the conveyance of less coal for the locomotive department.

† Including R92,436 credited for terminal charges for previous years.

The decrease under "Rents, miscellaneous, etc.," was due to the inclusion n the accounts of the previous year of a large credit for terminal charges.

The average sum received for carrying a ton of goods one mile amounted to 7·48 pies against 7·22 pies in the previous year.

The goods earnings per goods train-mile were R4·07 against R4·02.

Working expenses.

The following table compares the working expenses of the railway system during 1897 with those of the previous year.

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	17,86,690	8·79	19,77,289	10·38	+1,90,599	+1·56
Locomotive expenses	34,78,462	17·10	31,71,844	16·65	—3,06,618	—0·52
Carriage and wagon expenses	9,04,952	4·45	8,56,109	4·50	—48,843	+0 03
Traffic expenses	15,16,026	7·45	15,64,291	8·21	+48,265	+0·72
General charges	11,65,035	5·73	11,59,063	6·09	—5,972	+0·34
Special and miscellaneous expenditure	1,54,032	0·76	1,72,144	0·90	+18,112	+0·14
TOTAL	90,05,197	44·28	89,00,740	46·73	—1,04,457	+2·27

The increase under "Maintenance of way, works and stations" was due partly to the payment of grain compensation allowance to menial staff, partly to heavier expenditure on relaying the line with 50 lb rails and partly to a larger credit in 1896 for materials returned to stock.

The decrease under "Locomotive expenses" was due partly to less train-mileage run and partly to the carriage of less coal.

Southern Mahratta Railway system (metre gauge).

18. The open mileages of the several sections are as follows:

	Miles.
Southern Mahratta railway	1,042·04
Guntakal-Mysore frontier railway	119·50
Mysore section (Southern Mahratta) railway	296·00
Kolhápur railway	29·07
Yesvantpur-Mysore frontier railway	51·35
Mysore-Nanjangúd railway	15·25
TOTAL	1,553·21

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked. *	Train-mileage.	Gross earnings.	Working expenses. †	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,556·20	3,712,158	91,62,980	51,94,203	39,68,777	56·69	113	3·24
1897	1,556·20	4,113,224	94,08,260	53,65,638	40,42,622	57·03	116	3·28
Increase	...	401,066	2,45,280	1,71,435	73,845	0·34	3	0·04
Percentage of increase	...	10·80	2·68	3·30	1·86	...	2·65	...

* Including 2·99 miles of the East Coast State railway worked over.
† Including contribution to the Provident Fund.

Surplus profits.

The divisible surplus profits of the Southern Mahratta railway, including the Mysore section, during the year 1897, after deducting contribution to the Provident Fund, amounted to ₹35,79,334 against ₹35,84,805 in the previous year—a decrease of ₹5,471. The details by half years and the amounts payable to the Company and the Government are given in the table below:

	Southern Mahratta railway.		Mysore section (Southern Mahratta.)		TOTAL.	
	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.
	₹	₹	₹	₹	₹	₹
1st half	17,13,893	15,94,374	3,67,690	4,14,906	20,81,583	20,09,280
2nd half	11,94,159	11,84,836	3,09,063	3,85,218	15,03,222	15,70,054
TOTAL	29,08,052	27,79,210	6,76,753	8,00,124	35,84,805	35,79,334
¼ payable to Company	7,27,013	6,94,803	1,69,188	2,00,031	8,96,201	8,94,834
¾ payable to Government	21,81,039	20,84,407	5,07,565	6,00,093	26,88,604	26,84,500

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	36,00,019	30,57,058	—5,42,961
Goods	53,83,823	61,72,555	+7,88,732
Electric telegraph	31,922	37,473	+5,551
Sundries	1,47,216	1,41,174	—6,042
TOTAL	91,62,980	94,08,260	+2,45,280

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	18,022	1,04,364	56,937	1,44,001	7,396,506	29,90,546	7,471,465	32,38,911
1897	18,916	99,714	54,691	1,31,521	6,346,890	24,81,027	6,420,497	27,12,262
Increase or decrease	+894	—4,650	—2,246	—12,480	—1,049,616	—5,09,519	—1,050,968	—5,26,649

The decrease in the passenger traffic was due to the prevalence of plague in the Bombay presidency.

The average sum received for carrying a passenger one mile amounted to 2·12 pies against 2·11 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·32 against ₹2·57.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous years.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	841,276	49,69,471	885,476	56,65,398	+44,200	+6,95,927
Military stores	1,088	13,715	1,392	16,061	+304	+2,346
Railway materials for construction (Home line only)	19,273	18,101	12,508	23,922	—6,765	+5,821
Coal and coke for the public and foreign railways	4,913	21,925	6,349	30,329	+1,436	+8,404
Coal and coke for revenue only	34,611	2,03,378	52,199	2,74,870	+17,588	+71,492
Revenue stores other than coal and coke	102,950	1,22,090	106,873	1,23,380	+3,923	+1,290
Live-stock	398	8,684	965	14,223	+567	+5,539
Rents, miscellaneous, etc.	...	26,459	...	24,372	...	—2,087
TOTAL	1,004,509	53,83,823	1,065,762	61,72,555	+61,253	+7,88,732

The noticeable fluctuations of traffic under "Merchandise, general" are as follows:

	Increase. Tons	Increase. ₹
Grain and pulse	43,015	7,95,323
Salt	7,119	94,314
Spices	6,608	75,054
	Decrease.	**Decrease.**
Cotton, raw	17,274	1,26,440
Oil-seeds	37,678	2,04,549
Sugar	9,243	56,693

Grain and pulse.—The increase was mainly due to the extensive movements of food-grains from the Mysore Province to the Poona and Bijápur branches and to the Kolhápur state railway.

Salt.—The improvement was chiefly due to the increased imports *viâ* Poona into the Mysore Province and to the Bellary-Kistna railway.

Spices.—The increase was due to the large export of chillies from stations on the Poona and Harihar branches to foreign lines *viâ* Poona and Bangalore and to stations on the Bellary-Kistna railway.

Cotton, raw.—The decrease was due to a partial failure of the crops and the consequent decline in the bookings with foreign lines, chiefly *viâ* Poona and Hotgi.

Oil-seeds.—The decrease was attributed to a failure of the crops and the consequent falling off in the foreign traffic, chiefly *viâ* Poona and Hotgi junctions and the Portuguese frontier.

Sugar.—The falling off occurred chiefly in the bookings from the main line and the Poona branch.

The increase under "Coal and coke for revenue only" was due to heavy bookings for replenishment of stock of the locomotive department as also to more extensive movements of Singareni coal for locomotive purposes.

The average sum received for carrying a ton of goods one mile amounted to 6·03 pies against 6·51 pies in the previous year.

The average goods earnings per goods train-mile were R2·21 against R2·33.

Working expenses.

The following table compares the working expenses of the railway system for the year 1897 with those of the previous year:

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	£		£		£	
Maintenance of way, works and stations	11,73,582	12·81	11,92,892	12·68	+19,310	—*0·13*
Locomotive expenses	17,88,491	19·52	19,07,539	20·28	+1,19,048	+0·76
Carriage and wagon expenses	4,04,082	4·41	3,86,628	4·11	—*17,454*	—*0·30*
Traffic expenses	9,06,090	9·89	9,05,190	9·62	—*900*	—*0·27*
General charges	8,16,993	8·92	8,62,181	9·16	+45,188	+0·24
Special and miscellaneous expenditure	1,04,965	1·14	1,11,208	1·18	+6,243	+0·04
TOTAL	51,94,203	56·69	53,65,638	57·03	+1,71,435	+0·34

The increase under "Locomotive expenses" was chiefly due to an increase in the train-mileage run, and to the carriage of a larger quantity of fuel for consumption.

The increase under "General charges" was entirely due to the payment to Government of the Company's share of the cost of police employed on the ceded portions of the Mysore lines from March 1896 to December 1897, and arrear charges for the detective police employed on the line within the Madras Presidency.

Rates and fares.

The important changes in rates are referred to in chapter X, page 173, Part I, of the Administration Report.

South Indian Railway system (metre gauge).*

19 The open mileages of the several railways are as follows:

	Miles.
South Indian railway	1,041·59
Máyavaram-Mutupet railway	53·99
	1,095·58

General results.

The following table shows the general result of the year's working as compared with the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	£	£	£		£	
Previous year	1,095·58	3,486,107	91,93,353	50,58,618	41,34,735	55·02	161	5·22
1897	1,095·58	3,628,701	94,47,491	50,21,275	44,26,216	53·15	166	5·59
Increase or decrease	...	+142,594	+2,54,138	—*37,343*	+2,91,481	—*1·87*	+5	+0·37
Percentage of increase or decrease	...	+4·09	+2·76	—*0·74*	+7·05	...	+3·11	...

* Excluding the Pondicherry railway.

Surplus profits.

The divisible surplus profits for the first-half of 1897 of the South Indian railway proper amounted to R9,83,491, and those for the second-half, to R8,69,711, making up a total of R18,53,202 against R15,68,229 in the previous year, an improvement of R2,84,973.

The net earnings for the year 1897 of the South Indian railway proper were R43,14,720, and deducting therefrom the Company's share of surplus profits, charges for guaranteed interest, additional contribution to the Provident fund (the ordinary contribution to the fund being a debit to working expenses) and other incidental adjustments, the result was a gain to the State for the year of R15,15,410 against R12,82,073 in the previous year, an improvement of R2,33,337.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	R	*R*	*R*
Coaching	49,18,511	51,56,298	+2,37,787
Goods	41,46,316	39,88,650	—*1,57,666*
Electric telegraph	22,982	22,123	—*859*
Sundries	1,05,544	2,80,420	+1,74,876
TOTAL	91,93 353	94,47,491	+2,54,138

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		*R*		*R*		*R*
Previous year	22,110	71,815	234,740	1,84,882	13,486,521	44,17,723	13,743,371	46,74,420
1897	22,032	72,612	187,858	1,79,553	13,763,032	46,54,220	13,972,923	49,06,385
Increase or decrease	—*78*	+797	—*46,882*	—*5,329*	+276,511	+2,36,497	+229,552	+2,31,965

The increase was due to a general development of the passenger traffic and to the *Mahamagam* festival at *Kumbakônam* in February, which occurs once in twelve years. There was a temporary suspension of through booking in 1896, owing to a breach in the line between Coleroon and Vaithísvarankoil in August 1896.

The average sum received for carrying a passenger one mile amounted to 2·06 pies, the same as in the previous year.

The coaching earnings per passenger train mile were R2·56 against R2·97.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	912,672	39,16,956	933,672	38,01,495	+21,000	—1,15,461
Military stores	111	2,165	110	2,634	—1	+469
Railway materials for construction (Home line only)	81,327	19,980	27,565	10,856	—53,762	—9,124
Coal and coke for the public and foreign railways	15,748	12,271	11,727	17,977	—4,021	+5,706
Coal and coke for revenue only	41,647	56,010	32,578	39,531	—9,069	—16,479
Revenue stores other than coal and coke	459,065	1,20,235	436,357	89,481	—22,708	—30,754
Live-stock	295	3,769	401	6,726	+106	+2,957
Rents, miscellaneous, etc.	...	14,930	...	19,950	...	+5,020
TOTAL	1,510,865	41,46,316	1,442,410	39,88,650	—68,455	—1,57,666

The noticeable fluctuations in the traffic under "Merchandise, general" are given below:

	Decrease. Tons.	Decrease. ₹
Grain and pulse	...	83,117
Oil-seeds	12,803	65,447
Provisions	4,269	36,059
Stone and lime	3,049	17,234
Sugar	8,459	35,445
	Increase.	Increase.
Grain and pulse	8,106	...
Oils	2,053	24,381
Railway plant and rolling-stock	29,568	69,195
Spices	3,403	30,143

Grain and pulse.—The increase in tonnage was due to the export of large quantities of "Rice not in the husk," to Colombo, *vid* Tuticorin and Negapatam, owing to a failure of the supply from Bengal and Northern India on account of famine existing there. The decrease in earnings was chiefly due to a smaller export of rice in the husk from the Tanjore district, owing to failure of crops.

Oil-seeds.—The decrease was chiefly due to the failure of crops which caused a falling off in the import traffic in til or jinjili seeds to the southern districts and in the export traffic in earthnuts to Pondicherry and Cuddalore.

Provisions.—The decrease was under the head "Others," chiefly in tamarinds from the Pákala-Dharmavaram section to the south where the crops failed, as also to the fact that the crop of tamarinds was above the average in 1896.

Stone and lime.—The decrease was in gravel from Tanjore to Shiyáli and Nannillam for the Local Fund department, and in stone from Tirupati to Gudur and Nellore for the Bezwada-Madras railway.

Sugar.—The decrease was chiefly under "Sugar, unrefined," due to less quantity obtained from Madras for Nellikuppam. In 1896 Messrs. Parry and Co. purchased a large quantity from Cocanada and other East coast towns and railed it from Madras to their factories.

Oils.—The increase was chiefly in kerosine oil. Larger quantities were booked from Madras during the year under review owing to a favourable market.

Railway plant and rolling-stock.—The increase was chiefly in materials carried for the Madras-Bezwada railway.

Spices.—The increase was chiefly in the traffic in chillies due to larger quantities having been booked from the Tinnevelly district, where the crop was much above the average, and in that of betelnuts received from Penang, Singapore and Colombo *viâ* Tuticorin and Negapatam.

The average sum received for carrying a ton of goods one mile amounted to 8·47 pies against 7·96 pies in the previous year.

The goods earnings per goods train-mile were R2·47 against R2·26.

Working expenses.

The following table compares the working expenses of the railway during 1897 with those of the previous year:

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	11,04,462	12·01	11,61,611	12·30	+57,149	+0·29
Locomotive expenses	18,43,391	20·05	17,65,689	18·69	—77,702	—1·36
Carriage and wagon expenses	5,66,362	6·16	5,18,556	5·49	—47,806	—0·67
Traffic expenses	7,98,578	8·69	8,47,021	8·96	+48,443	+0·27
General charges	6,53,584	7·11	6,38,000	6·75	—15,584	—0·36
Special and miscellaneous	92,241	1·00	90,398	0·96	—1,843	—0·04
TOTAL	50,58,618	55·02	50,21,275	53·15	—37,343	—1·87

The increase under "Maintenance of way, works and stations" was chiefly due to renewals with 50lb. rails, to the insertion of tie bars and to the substitution of cast iron cushions.

The decrease under "Locomotive expenses" was chiefly due to the reduction of expenditure under carriage of revenue stores and in the rates for coal, and to light repairs to locomotives.

The decrease under "Carriage and wagon expenses" was chiefly due to smaller repairs to vehicles, and to the payment made to the Madras railway in the first-half of 1896 for reconstruction of 25 third class carriages.

The increase under "Traffic expenses" was chiefly due to the introduction of a graded scale of pay for the station staff, to the appointment of European station-masters at certain stations, to an increased consumption of kerosine oil, owing to the introduction of a night train service on the Erode branch, and to the printing of special tickets and bills on account of the *Makamagam* festival.

The decrease under "General charges" was chiefly due to a special debit to working expenses in 1896, on account of the value of medicines on hand.

Rates and fares.

The principal alterations in the rates and fares are referred to in chapter X, pages 171 and 173, Part I, of the Administration Report.

Assam-Bengal Railway (metre gauge).

20. The open mileages of the several sections are as follows:

Chittagong Port to Chittagong	1·87
Chittagong to Comilla and Chandpur branch	127·61
Comilla to Akhaura	29·41
Akhaura to Badarpur	127·01
Gauhati to Jamuna Mukh	74·73
TOTAL	360·63

The mean mileage worked during the year 1897 was 301·18 miles against 168·61 miles in the previous year. The increase was due to the opening of the following lengths:

	Miles.
Akhaura to Badarpur, on the 4th December 1896 . . .	127·01
Gauhati to Jamuna Mukh, on the 1st January 1897 . . .	74·73

Both these sections were, however, temporarily closed from the 13th June 1897, owing to the damages caused by the earthquake; but the Akhaura-Badarpur section was subsequently re-opened in portions by the end of the year.

The following table shows the general results of the year's working:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
1897 .	301·18	400,079	9,90,640	9,18,426	72,214	92·71	63	0·20

No comparison can be made with the previous year as certain open sections were closed temporarily from the 13th June 1897.

The gross earnings under main heads were as follows:

Gross earnings.

	₹
Coaching	5,39,843
Goods	4,24,389
Electric telegraph	13,202
Sundries	13,206
TOTAL .	9,90,640

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, were as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
1897 . .	2,750	14,990	5,693	11,623	938,169	4,80,276	946,612	5,06,889

The average sum received for carrying a passenger one mile amounted to 3·12 pies.

The coaching earnings per passenger train-mile were ₹3·50.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom:

	1897.	
	Tons.	₹
Merchandise, general	39,918	2,29,111
Military stores	106	841
Railway materials for construction (Home line only) . . .	285,274	1,64,619
Coal and coke for the public and foreign railways . . .	5,109	12,419
Coal and coke for construction (Home line only) . . .	316	664
Coal and coke for revenue only	7,287	8,282
Revenue stores other than coal and coke	490	571
Live-stock	1	46
Rents, miscellaneous, etc.	...	7,836
TOTAL .	338,501	4,24,389

The goods earnings were chiefly derived from "Merchandise, general" and "Railway materials for construction."

The average sum received for carrying a ton of goods one mile amounted to 4·87 pies.

The goods earnings per goods train-mile were R1·73.

No comparison with the previous year is possible, but generally speaking it may be said that almost all classes of goods traffic show a steady increase.

Working expenses.

The following table shows the working expenses of the railway for the year 1897:

	1897.	
	Amount.	Per cent. on gross earnings.
	R	
Maintenance of way, works and stations	2,55,879	25·83
Locomotive expenses	2,08,796	21·08
Carriage and wagon expenses	24,091	2·43
Traffic expenses	1,67,580	16·91
General charges	2,48,721	25·11
Special and miscellaneous expenditure	13,359	1·35
TOTAL	9,18,426	92·71

Burma Railways (metre gauge).

21. The division of this railway system between Imperial and Provincial sections is shown below:

	Miles.	Miles.
Imperial section—		
Sagaing to Mogaung Branch line to Katha		309·10
Provincial section—		
Rangoon to Prome and Suburban line	170·00	
Rangoon to Toungoo	166·00	
Toungoo to Mandalay shore and branches	241·40	577·40
TOTAL		886·50

The mean mileage worked during the year 1897 was 886·50 miles against 871·63 miles in the previous year. The increase was due to the Mohnyin-Mogaung section (52·34 miles), which was opened to traffic on the 1st March 1896, having been worked throughout the whole year.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	871·63	2,477,827	76,08,559	46,22,808	29,85,751	60·76	167	3·87
1897	886·50	2,806,804	86,76,404	47,93,729	38,82,675	55·25	188	4·97
Increase or decrease	+14·87	+328,977	+10,67,845	+1,70,921	+8,96,924	−5·51	+21	+1·10
Percentage of increase	1·71	13·27	14 03	3·70	30·04	...	12·57	...

Surplus profits.

The divisible surplus profits from the 1st September 1896 to 30th June 1897 amounted to R11,67,313, the Company's one-fifth share being R2,33,463.

The surplus profits are declared on this railway once a year for the period ending on the 30th June each year.

After deducting from the net earnings of the period from the 1st September 1896 to 30th June 1897, the Company's one-fifth share of surplus profits, charges for guaranteed interest and interest on Government capital outlay at 2½ per cent., the net result showed a gain to the State for the period ending June 1897 of R9,33,850.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	R	R	R
Coaching	39,09,035	43,68,232	+4,59,197
Goods	35,47,852	41,76,612	+6,28,760
Electric telegraph	25,232	27,229	+1,997
Steam-boat	28,990	21,385	—7,605
Sundries	97,450	82,946	—14,504
TOTAL	76,08,559	86,76,404	+10,67,845

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	20,829	92,514	255,263	2,11,183	...	...	7,443,334	34,20,317	7,719,426	37,24,014
1897	24,583	98,343	288,189	2,19,391	36,101	1,21,259	8,725,492	37,41,569	9,074,365	41,80,562
Increase	3,754	5,829	32,926	8,208	36,101	1,21,259	1,282,158	3,21,252	939	4,56,548

The improvement under all classes of passenger traffic may be ascribed to the general prosperity of the country, to the reduction in the fares on the Mu-Valley railway, and to the additional facilities offered by an increased train service over some sections of the line.

The average sum received for carrying a passenger one mile was 3·02 pies against 3·08 pies in the previous year.

The coaching earnings per passenger train-mile were R3·73 against R3·72.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	668,148	31,46,897	763,721	36,78,916	+95,573	+5,32,019
Military stores	739	19,689	1,078	24,761	+339	+5,072
Railway materials for construction (Home line only)	186,309	1,29,446	186,192	1,62,295	—117	+32,849
Coal and coke for the public and foreign railways	349	235	958	652	+609	+417
Coal and coke for construction (Home line only)	1,886	632	1,537	446	—349	—186
Coal and coke for revenue only	44,400	64,565	45,916	64,885	+1,516	+320
Revenue stores other than coal and coke	91,891	71,838	148,831	99,337	+56,940	+27,499
Live-stock	4,644	1,08,656	5,138	1,33,777	+494	+25,121
Rents, miscellaneous, etc.	...	5,894	...	11,543	...	+5,649
TOTAL	998,366	35,47,852	1,153,371	41,76,612	+155,005	+6,28,760

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	Increase. ₹
Grain and pulse	75,175	4,27,256
Provisions	10,077	73,167

Grain and pulse.—The increase was due to an exceptionally good rice crop in Lower Burma, and to the increased demand for this commodity consequent on the famine in India and the scarcity in Upper Burma.

Provisions.—The increase was due to the general prosperity of the country, to the increased demand for fish and prawns, and to the development of the traffic in fresh fruits and vegetables.

The average sum received for carrying a ton of goods one mile amounted to 6·55 pies against 6·89 pies in the previous year.

The goods earnings per goods train-mile were ₹2·55 against ₹2·49.

Working expenses.

The following table compares the working expenses of the railway system during 1897 with those of the previous year:

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	12,72,100	16·72	12,44,879	14·35	—27,221	—2·37
Locomotive expenses	14,36,896	18·89	15,34,346	17·68	+97,450	—1·21
Carriage and wagon expenses	4,15,688	5·46	3,93,199	4·53	—22,489	—0·93
Traffic expenses	8,20,094	10·78	8,83,553	10·18	+63,459	—0·60
General charges	5,08,517	6·68	6,06,310	6·99	+97,793	+0·31
Steam-boat service	83,390	1·10	41,312	0·48	—42,078	—0·62
Special and miscellaneous expenditure	86,123	1·13	90,130	1·04	+4,007	—0·09
TOTAL	46,22,808	60·76	47,93,729	55·25	+1,70,921	—5·51

The decrease under "Maintenance of way, works and stations" was chiefly due to smaller renewals of permanent-way.

The increase under "Locomotive expenses" was chiefly due to the increased traffic, and to the heavier repairs done to a larger number of engines.

The decrease under "Carriage and wagon expenses" was mainly due to less repairs and renewals done to goods vehicles.

The increase under "Traffic expenses" was due to the increased train-mileage run, to the increased rate of pay drawn by the Traffic Manager, to promotion of other superior officers, and to the employment of extra station and train staff for the upper portion of the Mu-Valley railway.

The increase under "General charges" was chiefly due to the debit to revenue of a proportionate share of Home Board establishment and Government supervision charges, and to the payment of arrears of the Agent's pay, travelling allowances and contribution for leave and pension allowances.

The decrease under "Steam-boat service" was chiefly due to a reduction in the staff, to a credit for a boiler of winding engines returned to stores as against a debit for the same in the previous year, and to the burning of wood fuel instead of coal.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted on pages 171 and 173, chapter X, Part I, of the Administration Report.

Deoghur Railway (metre gauge).

General results.

22. The following table compares the general results of the year's working with those of the previous year :

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	4·79	12,184	30,014	18,516	11,498	61·69	120	4·00
1897 . . .	4·79	13,384	30,320	19,168	11,152	63·22	122	3·87
Increase or decrease .	...	+1,200	+306	+652	—346	+1·53	+2	—0·13
Percentage of increase or decrease . .	...	+9·85	+1·02	+3·52	—3·01	...	+1·67	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year :

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	26,094	25,981	—113
Goods	3,778	4,243	+465
Electric telegraph	...	...	...
Sundries	142	96	—46
TOTAL .	30,014	30,320	—306

Coaching.—The number of passengers of the various classes carried, including police and season tickets, and the earnings therefrom, compare as follows :

	First class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹
Previous year	820	410	190,134	25,684	190,954	26,094
1897	900	450	179,786	25,531	180,686	25,981
Increase or decrease . . .	+80	+40	—10,348	—153	—10,268	—113

The decrease in the passenger traffic was due to a smaller number of pilgrims visiting the shrine at Baidyanath owing to the plague.

The average sum received for carrying a passenger one mile was 5·76 pies against 5·48 pies in the previous year.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1897.		Increase.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general . . .	11,851	3,778	12,362	4,243	511	465
Coal and coke for revenue only .	255	(a)	286	(a)	31	...
Total .	12,106	3,778	12,648	4,243	542	465

The increase in the goods traffic was entirely due to the increased traffic n " Merchandise, general."

The average sum received for carrying a ton of goods one mile amounted to 13·44 pies against 12·51 pies in the previous year.

Working expenses.

The following table compares the working expenses of the railway during 1897 with those of the previous year :

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	4,707	15·68	4,186	13·81	—521	—1·87
Locomotive expenses . . .	4,642	15·47	6,209	20·48	+1,567	+5·01
Carriage and wagon expenses .	1,367	4·55	696	2·29	—671	—2·26
Traffic expenses	4,852	16·17	5,231	17·25	+379	+1·08
General charges	2,564	8·54	2,467	8·14	—97	—0·40
Special and miscellaneous expenditure	384	1·28	379	1·25	—5	—0·03
Total .	18,516	61·69	19,168	63·22	+652	+1·53

The decrease under " Maintenance of way, works and stations " was chiefly due to fewer sleepers having been laid during the year.

The increase under " Locomotive expenses " was due to heavier repairs to locomotives.

(a) Carried free.

The decrease under "Carriage and wagon expenses" was mainly due to heavy repairs and renewals of vehicles in 1896, whereas no repairs were undertaken during 1897.

The increase under "Traffic expenses" was due to the increased goods traffic.

Rohilkund and Kumaon Railway system (metre gauge).

23. The open mileages of the two sections are as follows:

	Miles.
Lucknow-Bareilly railway, Government section	23·17
Company's section	53·92
TOTAL	285·09

The mean mileage worked during the year 1897 was 279·32* miles against 279·42* miles in the previous year. The decrease of 0·10 mile was due to the closing of the Dudwa fair weather branch for a longer period.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	*279·42	461,507	12,54,504	7,96,375	4,58,129	63·48	86	4·15
1897	*279·32	471,299	12,51,092	7,40,443	5,10,649	59·18	86	4·47
Increase or decrease	—0·10	+9,792	—3,412	—55,932	+52,520	—4·30	...	+0·32
Percentage of increase or decrease	—0·04	+2·12	—0·27	—7·02	+11·46	...	...	...

Surplus profits.

The divisible surplus profits of the Lucknow-Bareilly railway for the first-half of 1897, at the date of submission of the accounts, amounted to ₹29,120 against ₹32,079 in the previous corresponding half-year, a decrease of ₹2,959. There were no surplus profits in the second-half of 1897, the net earnings, which amounted to ₹1,27,738 after deduction of contribution to the Provident Fund, having fallen short of the interest charges by ₹52,505.

The net earnings of the Lucknow-Bareilly railway, after deducting the Company's share of surplus profits and interest charges, exclusive of ₹1,337 credited to the Lucknow-Bareilly railway on account of adjustment of Rohilkund and Kumaon railway share of surplus profits relating to past accounts to end of June 1897, showed a loss of ₹38,680, against a loss of ₹60,230 in the previous year.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	5,24,075	5,42,444	+18,369
Goods	5,99,521	5,65,948	—33,573
Electric telegraph	7,402	7,396	—6
Sundries	1,23,506	1,35,304	+11,798
TOTAL	12,54,504	12,51,092	—3,412

* Including 12 miles of the Lucknow-Bareilly section from Bhojeepura to Bareilly worked over.
† Including contribution to the Provident Fund.

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	4,267	31,386	14,657	56,653	9,702	7,818	930,168	3,59,773	958,794	4,55,630
1897 . . .	4,543	33,406	15,759	57,200	9,638	7,753	950,171	3,62,886	980,111	4,61,245
Increase or decrease . .	+276	+2,020	+1,102	+547	—64	—65	+20,003	+3,113	+21,317	+5,615

The increase under first, second and third classes was mainly due to a development of the ordinary passenger traffic at almost all the stations on the Lucknow-Bareilly railway.

There was an increase of ₹8,751 under "Ordinary and military horses" and of ₹2,676 under "Military baggage," due to the movement of troops on account of the North-West frontier expeditions.

The average sum received for carrying a passenger one mile amounted to 2·66 pies against 2·69 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·88 against ₹3·10.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general .	215,197	5,60,563	192,263	5,31,684	—22,934	—28,879
Military stores . . .	610	4,122	665	4,510	+55	+388
Railway materials for construction (Home line only)	37,870	14,624	8,430	4,316	—29,440	—10,308
Coal and coke for the public and foreign railways .	193	191	187	277	—6	+86
Coal and coke for revenue only	31	61	119	250	+88	+189
Revenue stores other than coal and coke . .	32,135	15,999	34,627	19,617	+2,492	+3,618
Live-stock . . .	17	234	88	1,197	+71	+963
Rents, miscellaneous, etc. .	...	3,727	...	4,097	...	+370
Total .	286,053	5,99,521	236,379	5,65,948	—49,674	—33,573

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	Increase. ₹
Oil-seeds	3,201	12,044
Railway plant and rolling stock . . .	3,952	10,102
	Decrease.	Decrease.
Sugar	17,745	54,474

Oil-seeds.—The increase was due to larger exports of rape and mustard seeds from Haldwáni to foreign railways *viâ* Lucknow.

Railway plant and rolling-stock.—The increase was due to the sleeper traffic from Sohela and Sonaripur stations for the Bengal and North-Western railway.

Sugar.—The decrease was due to smaller despatches, chiefly from Pilibheet, Gola, Lakhempur and Sitapur stations, to foreign railways, *viâ* Lucknow, owing to the failure of crops.

The average sum received for carrying a ton of goods one mile amounted to 7·07 pies against 6·96 pies in the previous year.

The goods earnings per goods train-mile were R2·00 against R2·05.

Working expenses. The following table compares the working expenses of the railway system during 1897 with those of the previous year:

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,84,165	14·68	1,74,672	13·96	—9,493	—0·72
Locomotive expenses	1,65,544	13·20	1,49,689	11·96	—15,855	—1·24
Carriage and wagon expenses	59,327	4·73	43,866	3·51	—15,461	—1·22
Traffic expenses	1,16,095	9·25	1,22,008	9·75	+5,913	+0·50
General charges	1,57,364	12·54	1,43,619	11·48	—13,744	—1·06
Special and miscellaneous expenditure	1,13,880	9·08	1,06,589	8·52	—7,291	—0·56
Total	7,96,375	63·48	7,40,443	59·18	—55,932	—4·30

The decrease under "Maintenance of way, works and stations" was chiefly due to the expenditure on repairs of bridges, stations and buildings having been kept as low as possible.

The decrease under "Locomotive expenses" was mainly due to the issue of duplicate "O" class boilers during the previous year, and to the supply of wood fuel of a superior quality.

The decrease under "Carriage and wagon expenses" was chiefly due to fewer repairs to coaching vehicles and to the slow progress in providing heavier axles to goods vehicles.

The decrease under "General charges" was mainly due to the transfer of the Deputy Agent to the Bengal and North-Western railway, to a saving under "Home charges," and to charges for salary of the Superintendent, Government Railway Police, Northern division, and his office establishment, from May 1892 to February 1896, having been included in the accounts of 1896.

Rates and fares. The principal alterations in the goods rates will be found noted in chapter X, page 173, Part I, of the Administration Report.

Bengal Dooars Railway (metre gauge).

General results. 24. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean-mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean-mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	₹
Previous year	36·40	46,385	2,70,451	1,38,637	1,31,814	51·26	136	5·42
1897	36·40	61,415	2,86,407	1,41,118	1,45,289	49·27	145	5·63
Increase or decrease	...	+15,030	+15,956	+2,481	+13,475	—1·99	+9	+0·21
Percentage of increase	...	+32·40	+5·90	+1·79	+10·22	...	+6·62	...

The following table compares the gross earnings under main heads with those of the previous year :

Gross earnings.

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	49,993	46,112	—3,881
Goods	2,05,783	2,26,652	+20,869
Electric telegraph	271	314	+43
Steam-boat (Ferry)	13,826	12,745	—1,081
Sundries	578	584	+6
TOTAL	2,70,451	2,86,407	+15,956

Coaching.—The number of passengers of the various classes carried and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	441	1,490	1,557	2,700	1,065	663	147,239	37,908	150,302	42,761
1897	575	1,727	1,479	2,455	1,240	754	129,782	33,634	133,076	38,570
Increase or decrease	+134	+237	—78	—245	+175	+91	—17,457	—4,274	—17,226	—4,191

The decrease both in the number of passengers carried and in the earnings was due to the famine and earthquake.

The average sum received for carrying a passenger one mile amounted to 3·34 pies against 3·30 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·13 against ₹2·32.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	26,623	1,93,405	28,781	2,02,849	+2,158	+9,444
Railway materials for construction (Home line only)	724	4,228	5,440	21,550	+4,716	+17,322
Coal and coke for the public and foreign railways	954	4,429	493	1,694	—461	—2,735
Coal and coke for revenue only	802	1,346	...	...	—802	—1,346
Rents, miscellaneous, etc.	...	2,374	...	1,191	...	—1,183
TOTAL	29,103	2,05,782	34,714	2,27,284	+5,611	+21,502
Less—Outstandings irrecoverable	...	...	...	632	...	632
NET TOTAL	29,103	2,05,782	34,714	2,26,652	+5,611	+20,870

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	Increase. ₹
Grain and pulse	1,839	5,836
Tea	905	9,465
	Decrease.	Decrease.
Metals	662	6,364

Grain and pulse.—The increase was chiefly attributable to the development of the local traffic, and to the larger despatches of rice from the Eastern Bengal State railway to Ramshahi Hat, Mal Bazar, and Dam-Dim.

Tea.—The increase under this head was due to larger bookings for the Calcutta market.

Metals.—The decrease was mainly due to less despatches of iron from the Eastern Bengal State railway to Mal Bazar, Chalsa Road, Ramshahi Hat and Dam-Dim.

The decrease under "Coal and coke for the public" was chiefly due to smaller quantities consigned from the Eastern Bengal State railway to Mal Bazar, Chalsa Road, Ramshahi Hat and Dam-Dim.

The increase under "Railway materials for construction" was due to the carriage of materials for the construction of many important capital works on the line.

The average sum received for carrying a ton of goods one mile amounted to 58·38 pies against 58·89 pies in the previous year.

The goods earnings per goods train-mile were ₹5·70 against ₹8·27.

Working expenses.

The following table shows the working expenses of the railway during 1897 as compared with the previous year:

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses onearnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations . . .	20,853	7·71	26,757	9·34	+5,904	+1·63
Locomotive expenses .	21,262	7·86	25,556	8·92	+4,294	+1·06
Carriage and wagon expenses . . .	6,355	2·35	3,524	1·23	—2,831	—1·12
Traffic expenses . .	29,096	10·76	30,007	10·48	+911	—0·28
General charges . .	32,281	11·94	31,320	10·94	—961	—1·00
Steam-boat service (Ferry) .	23,933	8·85	21,746	7·59	—2,187	—1·26
Special and miscellaneous expenditure . . .	4,857	1·79	2,208	0·77	—2,649	—1·02
Total .	1,38,637	51·26	1,41,118	49·27	+2,481	—1·99

The increase under "Maintenance of way, works and stations" was due to the repairs of damages caused by the earthquake.

The increase under "Locomotive expenses" was principally due to the increased quantity of coal consumed in working ballast trains.

The decrease under "Carriage and wagon expenses" was due to no vehicles having been painted during the year.

The decrease under "Steam-boat service" was principally due to the steamer *Teesta* not having been worked during the second-half of 1897.

The decrease under "Special and miscellaneous expenditure" was due to the payment of heavy compensation claims for tea-chests damaged in the second-half of 1896.

Dibru-Sadiya Railway System (metre gauge).

25. The open mileages are:

	Miles.
Dibru-Sadiya railway	77·50
Ledo and Tikak Margherita colliery branch	10·00
TOTAL	87·50

The mean mileage worked during the year was 87·50 miles against 77·50 miles in the previous year. The increase was due to the transfer of the working of the colliery branch to the railway from the 1st January 1897.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	77·50	1,88,920	6,47,360	3,35,074	3,12,286	51·76	161	4·22
1897	87·50	2,10,682	8,20,060	5,65,285	2,54,775	68·93	180	3·37
Increase or decrease	+10·00	+21,762	+1,72,700	+2,30,211	−57,511	+17·17	+19	−0·85
Percentage of increase or decrease	12·90	+11·52	+26·68	+68·70	−18·42	...	+11·80	...

Under terms of the contract for the construction and maintenance of the Dibru-Sadiya railway, the Government of India pays to the Assam Railways and Trading Company an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, the subsidy being limited, however, to a maximum payment in any year of ₹1,00,000. The net earnings of the year ended the 30th June 1897, ₹2,71,173, having fallen short of the interest charges, (₹4,28,575) by ₹1,57,402, the maximum subsidy of ₹1,00,000 was paid to the Company.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
Coaching	1,27,739	1,35,427	+7,688
Goods	4,72,023	6,40,587	+1,68,564
Electric telegraph	13,684	11,121	−2,563
Sundries	33,914	32,925	−989
TOTAL	6,47,360	8,20,060	+1,72,700

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year . . .	3,823	9,653	2,497	3,715	210,764	96,257	217,084	1,09,625
1897	3,812	9,191	2,320	3,222	231,837	1,02,256	237,969	1,14,669
Increase or decrease .	—11	—462	—177	—493	+21,073	+5,999	+20,885	+5,044

The increase under third class was principally due to a general development of the passenger traffic.

Of the increase of ₹2,643 from other coaching traffic, ₹982 were under "Carriages, horses, dogs, etc." and ₹1,350 under "Post office."

The average sum received for carrying a passenger one mile amounted to 4·37 pies against 4·41 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·57 against ₹3·35

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general . . .	38,140	2,69,174	53,604	2,92,906	+ 15,464	+ 23,732
Coal and coke for the public .	170,955	2,01,175	361,474	3,45,190	+190,519	+ 1,44,015
Revenue stores other than coal and coke	4,164	872	6,653	1,851	+ 2,489	+979
Live-stock	52	470	48	403	— 4	—67
Rents, miscellaneous, etc. . .	...	332	...	237	...	—95
Total .	213,311	4,72,023	421,779	6,40,587	+208,468	+1,68,564

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	Increase. ₹
Grain and pulse	985	8,395
Tea	958	7,591
	Decrease.	Decrease.
Metals	1,218	3,723
Timber	1,126	993

Grain and pulse.—The increase was due to increased imports of rice for the tea gardens and collieries.

Tea.—The increase was due to the increased export of tea, owing to the opening of new gardens.

Metal and timber.—The decrease was due to less quantity of iron and timber carried during the year.

The increase under "Coal and coke for the public" was due to the large output and the enhanced rate per ton per mile, and to the inclusion of the colliery branch earnings with the system.

The average sum received for carrying a ton of goods one mile amounted to 8·98 pies against 7·66 pies in the previous year.

The goods earnings per goods train-mile were R3·71 against R3·13.

Working expenses.

The following table compares the working expenses of the railway during 1897 with those of the previous year:

	Previous year.		1897.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations .	96,849	14·96	2,90,965	35·48	1,94,116	+20·52
Locomotive expenses .	73,696	11·38	89,264	10·89	15,568	—0·49
Carriage and wagon expenses . .	43,945	6·79	48,741	5·94	4,796	—0·85
Traffic expenses .	40,715	6·29	52,405	6·39	11,690	+0·10
General charges .	78,500	12·13	80,188	9·78	1,688	—2·35
Special and miscellaneous expenditure .	1,369	0·21	3,722	0·45	2,353	+0·24
Total .	3,35,074	51·76	5,65,285	68·93	2,30,211	+17·17

The increase under "Maintenance of way, works and stations" was chiefly due to a large replacement of sleepers, and to the rebuilding of the Lahowal station.

The increase under "Locomotive" and "Traffic" expenses was mainly due to the transfer of the working of the colliery branch to the Dibru-Sadiya railway from the 1st January 1897.

Rates and fares.

The principal alterations in goods rates on the Dibru-Sadiya railway will be found noted in chapter X, page 173, Part I, of the Administration Report.

Jodhpore-Bickaneer Railway (metre gauge).

JODHPORE SECTION.

General results.

26. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	320·50	322,870	11,64,465	4,26,192	7,38,273	36·60	70	11·44
1897 . .	320·50	331,774	11,22,658	3,77,859	7,44,799	33·66	67	11·52
Increase or decrease .	...	+8,904	—41,807	—48,333	+6,526	—2·94	—3·00	+0·08
Percentage of increase or decrease .	...	+2·76	—3·59	—11·34	+0·88	...	—4·29	...

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	5,15,654	4,81,902	—33,752
Goods	6,30,535	6,19,542	—10,993
Electric telegraph	16,710	18,442	+1,732
Sundries	1,566	2,772	+1,206
TOTAL	11,64,465	11,22,658	—41,807

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
Previous year	1,325	9,518	6,133	13,503	7,48,099	4,41,014	7,55,557	4,64,035
1897	1,078	7,736	6,247	14,589	6,74,807	4,01,286	6,82,132	4,23,611
Increase or decrease	—247	—1,782	+114	+1,086	—73,292	—39,728	—73,425	—40,424

The decrease in the passenger traffic was chiefly due to the famine and plague, as also to a smaller number of marriage parties travelling over this line.

The average sum received for carrying a passenger one mile was the same as in the previous year, *viz.*, 2·08 pies.

The coaching earnings per passenger train-mile were ₹3·21 against ₹3·57.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	112,167	6,14,784	103,942	6,04,713	—8,225	—10,071
Military stores	15	250	15	233	...	—17
Railway materials for construction (Home line only)	1,559	636	686	1,697	—873	+1,061
Coal and coke for the public and foreign railways	344	2,236	284	1,835	—60	—401
Coal and coke for revenue only	3,648	8,173	3,487	7,342	—161	—831
Revenue stores other than coal and coke	1,683	1,612	824	1,119	—859	—493
Live-stock	53	977	30	532	—23	—445
Rents, miscellaneous, etc.	...	1,867	...	2,071	...	+204
TOTAL	119,469	6,30,535	109,268	6,19,542	—10,201	—10,993

The noticeable fluctuations of traffic under "Merchandise, general" were an increase of 3,591 tons and ₹18,498 under "Railway plant and rolling-stock," and decreases of 6,046 tons and ₹8,670 under "Grain and pulse," of 5,116 tons and ₹5,019 under "Stone and lime," of 761 tons and ₹8,145 under "Sugar," and of 446 tons and ₹6,159 under "Wool, raw."

The average sum received for carrying a ton of goods one mile amounted to 10·12 pies against 10·77 pies in the previous year.

The goods earnings per goods train-mile were ₹3·41 against ₹3·53.

The following table compares the working expenses during 1897 with those of the previous year:

Working expenses.

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,19,202	10·24	80,689	7·19	*—38,513*	*—3·05*
Locomotive expenses	1,64,467	14·12	1,57,302	14·01	*—7,165*	*—0·11*
Carriage and wagon expenses	24,381	2·09	22,622	2·02	*—1,759*	—0·07
Traffic expenses	62,479	5·37	64,875	5·78	+2,396	+0·41
General charges	36,579	3·14	35,926	3·20	*—653*	+0·06
Special and miscellaneous expenditure	19,084	1·64	16,445	1·46	*—2,639*	*—0·18*
Total	4,26,192	36·60	3,77,859	33·66	*—48,333*	*—2·94*

The decrease under "Maintenance of way, works and stations" was chiefly due to the renewal of 0·44 mile of rails only during the year against 10·79 miles in the previous year.

BICKANEER SECTION.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week excluding steam-boat.	Percentage of net earnings on total capital outlay including steam-boat service and suspense.
	Miles.	Miles.	₹	₹	₹			
Previous year	43·50	35,938	1,20,727	45,345	75,382	37·56	54	7·75
1897	43·50	49,386	1,17,010	51,506	65,504	44·02	52	6·73
Increase or decrease	...	+13,448	*—3,717*	+6,161	*—9,878*	+6·46	*—2*	*—1·02*
Percentage of increase or decrease	...	+37·42	*—3·08*	+13·59	*—13·10*	...	*—3·70*	...

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1897.	Increase or decrease.
	₹	₹	
Coaching	42,544	38,862	—3,682
Goods	67,695	66,902	—793
Electric telegraph	10,487	10,995	+508
Sundries	1	251	+250
TOTAL	1,20,727	1,17,010	—3,717

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	311	1,019	766	1,033	92,165	35,393	93,242	37,445
1897	257	937	958	1,269	86,304	31,705	87,519	33,911
Increase or decrease	—54	—82	+192	+236	—5,861	—3,688	—5,723	—3,534

The decrease in the passenger traffic was due to the famine and plague, as also to a smaller number of marriage parties having travelled.

The average sum received for carrying a passenger one mile was 2·10 pies against 2·09 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·36 against ₹2·83.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	29,721	64,987	32,744	64,378	+3,023	—609
Military stores	8	60	7	51	—1	—9
Coal and coke for the public and foreign railways	344	816	252	748	—92	—68
Coal and coke for revenue only	1,120	870	1,440	1,111	+320	+241
Revenue stores other than coal and coke	164	93	209	153	+45	+60
Live-stock	2	24	...	...	—2	—24
Rents, miscellaneous, etc.	...	845	...	461	...	—384
TOTAL	31,359	67,695	34,652	66,902	+3,293	—793

The noticeable fluctuations of traffic under "Merchandise, general" were an increase of 3,336 tons and ₹4,246 under "Railway plant and rolling-stock," and a decrease of 4,162 tons and ₹4,836 under "Stone and lime".

The average sum received for carrying a ton of goods one mile amounted to 8·10 pies against 10·13 pies in the previous year.

The goods earnings per goods train-mile were ₹2·03 against ₹3·24.

The following table shows the working expenses during 1897 as compared with the previous year:

Working expenses.

	Previous year.		1897.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	10,214	8·46	10,605	9·06	+391	+0·60
Locomotive expenses	18,002	14·91	22,691	19·39	+4,689	+4·48
Carriage and wagon expenses	2,691	2·23	3,183	2·72	+492	+0·49
Traffic expenses	8,009	6·63	8,718	7·45	+709	+0·82
General charges	4,665	3·87	4,877	4·17	+212	+0·30
Special and miscellaneous expenses	1,764	1·46	1,432	1·23	—332	—0·23
Total	45,345	37·56	51,506	44·02	+6,161	+6·46

The increases were chiefly due to the additional train-mileage run and to the higher wages paid to the staff during the famine.

Bhávnagar-Gondal-Junágad-Porbandar railway system (metre gauge).

27. The open mileages of the system are as under:

	Miles.
Bhávnagar-Gondal-Junágad-Porbandar railway	333·46
Jetalsar-Rájkot railway	46·23
Jámnagar railway	54·28
	433·97

The mean mileage worked during the year was 419·54 miles against 379·69 miles in the previous year. The increase was due to the opening of the Jámnagar railway from the 8th April 1897.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	379·69	595,086	21,77,995	11,04,482	10,73,513	50·71	110	5·62
1897	419·54	617,401	21,11,369	11,78,614	9,32,755	55·82	97	4·35
Increase or decrease	+39·85	+22,315	—66,626	+74,132	—1,40,758	+5·11	—13	—1·27
Percentage of increase or decrease	+10·50	+3·75	—3·06	+6·71	—13·11	...	—11·82	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1897.	Increase or decrease.
	₹	₹	₹
Coaching	11,32,792	10,66,821	— 65,971
Goods	9,92 244	9,70,682	— 21,562
Electric telegraph	18,811	17,434	— 1,377
Sundries	34,148	56,432	+ 22,284
TOTAL	21,77,995	21,11,369	—66,626

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	6,261	17,993	52,187	62,078	2,023,442	9,81,591	2,081,890	10,61,662
1897 *	7,187	19,630	56,363	68,688	1,853,811	8,86,023	1,917,361	9,74,341
Increase or decrease	+926	+1,637	+4,176	+6,610	—169,631	—95,568	—164,529	—87,321

The decrease was due to the prevailing scarcity and general unhealthiness in the Bombay Presidency, and would have been considerably more had not the traffic on the Jámnagar railway been included for the first time.

The average sum received for carrying a passenger one mile amounted to 2·90 pies against 2·87 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·19 against ₹3·57.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1897.*		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	241,967	9,57,469	234,960	9,17,478	—7,007	—39,991
Military stores	18	129	3	37	—15	—92
Railway materials for construction (Home line only)	4,742	4,058	17,387	8,941	+12,645	+4,883
Coal and coke for public and foreign railways	6,027	19,236	3,257	8,671	—2,770	—10,565
Coal and coke for construction (Home line only)	770	708	1,368	161	+598	—547
Coal and coke for revenue only	4,498	3,478	9,722	14,675	+5,224	+11,197
Revenue stores other than coal and coke	5,435	4,622	14,422	10,180	+8,987	+5,558
Live-stock	96	1,258	94	1,787	—2	+529
Rents, miscellaneous, etc.,	...	1,286	...	1,080	...	—206
TOTAL	263,553	9,92,244	281,213	9,63,010	+17,660	—29,234

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	Increase. ₹
Grain and pulse	11,582	41,350
Sugar	2,142	10,272
	Decrease.	Decrease.
Cotton, raw	14,360	67,552
Metals	2,142	9,131
Oil-seeds	2,995	9,812

* Excluding the traffic on the Jámnagar railway from the 8th April to the 30th June 1897, for which no detailed statistics were maintained.

Grain and pulse.—The increase was due to large quantities of wheat booked from the Jetalsar-Rájkot railway to the Bhávnagar-Gondal-Junágad-Porbandar railway, as also to the increased imports of jawar and bajra from Bombay, by sea, on account of a poor local production.

Sugar.—The increase was due to heavy imports of refined sugar by sea, owing to cheaper rates, as also of unrefined sugar *viâ* the Bombay, Baroda and Central India railway, owing to greater demands.

Cotton, raw.—The decrease was due to less production of cotton in the province.

Metals.—The decrease was due to increased traffic in 1896 of machinery for the factories on the line.

Oil-seeds.—The decrease was due to less exports on account of poor production.

The decrease under "Coal for the public" was due to a smaller quantity of coal having been carried for the Morvi railway and for certain ginning factories along the line. The increase under "Coal and coke for revenue" was owing to larger despatches from the Bhávnagar depôt to the Jetalsar depôt.

The average sum received for carrying a ton of goods one mile amounted to 10·81 pies against 12·39 pies in the previous year.

The goods earnings per goods train-mile were ₹3·43 against ₹3·57.

Working expenses.

The following table compares the working expenses of the railway system during 1897 with those of the previous year:

	Previous year		1897.		Increase in amount.	Increase in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	2,63,200	12·08	2,85,749	13·53	22,548	1·45
Locomotive expenses	3,33,359	15·31	3,55,025	16·82	21,666	1·51
Carriage and wagon expenses	55,780	2·56	65,732	3·11	9,952	0·55
Traffic expenses	2,05,518	9·44	2,20,939	10·46	15,421	1·02
General charges	2,05,025	9·41	2,05,338	9·73	314	0·32
Special and miscellaneous expenditure	41,600	1·91	45,831	2·17	4,231	0·26
TOTAL	11,04,482	50·71	11,78,614	55·82	74,132	5·11

The increase under "Maintenance of way, works and stations" was chiefly due to the increased expenditure under ballasting on the Bhávnagar-Gondal-Junágad-Porbandar and Jetalsar-Rájkot railways, and to the inclusion, for the first time, of the maintenance charges of the Jámnagar railway.

The increase under "Locomotive expenses" was principally due to the opening of the Jámnagar railway, and to the increased cost of fuel.

The increase under "Carriage and wagon expenses" was mainly due to heavy repairs to first and second-class carriages, and to a larger number of vehicles having been repaired.

The increase under "Traffic expenses" was due to the entertainment of additional staff for the Jámnagar railway and to the inclusion of the cost of the Bhávnagar-Bandar station staff from October 1895 to January 1897, hitherto kept outside the accounts.

CHAPTER V.

SCHOOLS AND FINE FUNDS.

SECTION I.—SCHOOLS.

In the following statements are given details of the number of children of railway employés and also of apprentices and workmen attending schools, together with information regarding the Government grants, railway grants, average school-fees and annual expenditure for the calendar year 1897 :

STATEMENT No. 4.

Railway schools.

Classification number.	Railway.	Number of schools.	Attendance. Children. Number on the rolls.	Attendance. Children. Average daily attendance.	Attendance. Apprentices and workmen. Number on the rolls.	Attendance. Apprentices and workmen. Average daily attendance.	Annual contributions. Government grant.	Annual contributions. Railway grant.	Annual contributions. School fees.	Annual contributions. Total.	Annual expenditure.
	Standard gauge. State lines worked by companies.						₹	₹	₹	₹	₹
I	East Indian { European	(a) 16	794	663	40	35	17,384	(b)28,048	61,712	(c)1,11,109	1,01,572
	{ Native	64	2,568	1,793	1,626	768	3,518	4,848	14,294	(d)25,531	25,229
III	Bengal-Nágpur { European	3	69	49	...	...	900	1,800	984	3,684	(e) 3,889
	{ Native	1	41	25	...	...	...	240*	96	336	336
IV	Indian Midland	2	78	53	...	...	...	1,400	595	1,995	1,980
	State lines worked by the State.										
XI	North Western { European	2	65	49	20	10	1,737	1,700	891	4,328	(f) 4,498
	{ Native	22	94	84	1,133	446	...	6,324	272	6,596	5,582
XIII	Oudh & Rohilkhand { European	2	29	23	...	...	320	1,111	644	2,075	1,431
	{ Native	6	4	4	235	140	...	343	...	343	343
XIV and L	Eastern Bengal	3	101	38	17	16	...	722	...	722	722
	Lines worked by guaranteed companies.										
XVIII	Great Indian Peninsula	7	290	229	...	...	3,365	14,050	2,720	20,135	16,022
XIX	Bombay, Baroda and Central India	3	126	102	...	...	1,831	3,450	1,981	8,082	9,116
XX	Madras	9	394	335	...	...	2,815	9,545	3,802	16,162	16,757
	Metre gauge. State lines worked by companies.										
XXXIX	Bengal and North-Western—										
	Tirhoot section	2	45	35	...	...	...	1,440	570	2,010	2,058
	Company's section										
XLI	Rajputana-Malwa	13	319	280	85	69	3,307	14,717	10,262	28,286	27,553
XLIII	Southern Mahratta	4	142	107	...	...	626	2,725	(g) 883	4,234	4,121
XLV	Mysore section (Southern Mahratta)	2	50	37	...	...	...	840	205	1,045	965
XLVI	South Indian	4	121	108	...	...	120	1,200	672	1,992	2,009
LXIX	Burma	1	...	...	24	19	600	...	228	828	828
	Line owned and worked by native states.										
LXXI	Bhávnagar-Gondal-Junágad-Porbandar (h) { European	1	25	22	...	...	279	607	308	(i)1,194	1,833
	{ Native	1	27	23	...	...	...	149	37	186	186
	Total	168	5,382	4,059	3,180	1,503	36,802	96,159	1,01,076	(j) 2,40,873	2,27,030

(a) Including the joint railway schools at Aligarh, Moghal Sarai, and Gháziabad.
(b) Including ₹300 and ₹510 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai, respectively, and ₹8,088 payable by the North Western State railway to the East Indian railway on account of the "Oakgrove" school at Mussoorie.
(c) Including ₹3,965 collected from other sources.
(d) Including ₹2,871 collected from other sources.
(e) The excess expenditure was met from Station Committee's funds and the cash balance in hand.
(f) The excess expenditure was met from private subscriptions and other sources.
(g) Including interest on deposit in Post Office Savings Bank, grant for prizes and miscellaneous receipts, and ₹40 realized by sale of books.
(h) Including the Jetalsar-Rájkot and Jamnagar railways.
(i) Excluding ₹639 outstanding at the close of the year.
(j) See foot-notes (c) and (d).
* This represents grant from the railway fine fund.

STATEMENT No. 5.

Local and district schools.

Classification number.	RAILWAY.	Number of schools.	AVERAGE DAILY ATTENDANCE.		Annual railway grant.
			Children.	Apprentices and workmen.	
	STANDARD GAUGE.				R
	State line worked by company.				
III	Bengal-Nágpur	2	68	...	300
	State lines worked by the State.				
XI	North Western	(a) 14	257	...	12,454
XIII	Oudh and Rohilkhand	(b) 11	131	...	4,812
XIV and L	Eastern Bengal	12	513	...	3,519
	Lines worked by guaranteed companies.				
XVIII	Great Indian Peninsula	6	(c)	(c)	2,736
XIX	Bombay, Baroda and Central India . . .	25	50	...	3,918
	METRE GAUGE.				
	State lines worked by companies.				
XXXIX	Bengal and North-Western—				
	Tirhoot section	2	47	...	324
	Company's section				
XLI	Rajputana-Malwa	9	634	...	3,424
XLIX	Burma	21	198	...	3,007
	Assisted company.				
LVI	Dibru-Sadiya	1	(d)	(d)	70
	TOTAL .	103	1,898	...	34,564

(a) Excluding the "Oakgrove" school at Mussoorie and the joint railway school at Gháziabad which receive contributions from the North Western State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

(b) Excluding the joint railway schools at Aligarh and Moghal Sarai which receive contributions from the Oudh and Rohilkhand State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

(c) Information not furnished; the number on the rolls was 293 children and 33 workmen.

(d) Information not furnished.

SECTION II.—FINE FUNDS.

The following table exhibits the transactions of the Fine Funds during 1897-98 on state railways worked by the State.

2. It will be seen that the assets of the funds, including the balance at the close of the previous year, amounted to ₹1,06,359, the disbursements to ₹35,486, and the balance at the close of the year to ₹70,873.

STATEMENT NO. 6.

Classification number.	Railway.	Assets.					Disbursements.	Balance at the end of 1897-98.
		Balance on the 1st April 1897.	Fines and bonuses forfeited.	Advances recovered.	Interest.	Total.		
	State lines worked by the State:	₹	₹	₹	₹	₹	₹	₹
XI	North Western	14,389	1,569	13,132	512	29,602	19,373	10,229
XIII	Oudh and Rohilkhand	54,081	2,854	...	1,659	58,594	5,875	52,719
XIV and L	Eastern Bengal	418	8,028	...	9	8,455	8,022	433
XVI	East Coast	5,521	3,163	...	209	8,893	1,976	6,917
LXXX	Jorhát	399	103	...	10	512	240	272
	Cherra-Companyganj	289	5	...	9	303	...	303
	TOTAL	75,097	15,722	13,132	2,408	1,06,359	35,486	70,873

The disbursements of the year are made up of—

	₹
Payments for the benefit of railway employés and their children	34,076
Refunds and miscellaneous adjustments	706
Advances	704
TOTAL	35,486

3. Details of the payments made for the benefit of railway employés and their children are given in the following statement:

Classification number.	Railway.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Institutes and other recreations.	Railway gardens.	Volunteers.	Miscellaneous.
	State lines worked by the State.	₹	₹	₹	₹	₹	₹	₹
XI	North Western	100	350	11,047	4,038	...	...	3,697*
XIII	Oudh and Rohilkhand	...	2	2,303	336	...	...	3,207†
XIV and L	Eastern Bengal	7	200	3,702	2,922	...	...	45
XVI	East Coast	...	41	...	1,839	...	...	...
LXXX	Jorhát	240	...	...	...	...	...	...

* Of this sum, ₹3,119 were expended in the supply of uniforms and overcoats to menials not entitled under the rules to clothing at the cost of Revenue.

† Of this sum, ₹1,857 were expended in the supply of overcoats to menials not entitled under the rules to clothing at the cost of Revenue.

SIMLA,

The 3rd November 1898.

A. BRERETON,

Director of Railway Traffic and Statistics.

APPENDIX A.

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1897.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

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Summary of earnings	VII—XI
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Detail of Goods traffic	XX—XXV
Summary of Expenses	XXVI—XXXIII
Detail of Maintenance expenses	XXXIV—XXXIX
Detail of Locomotive expenses	XL—XLV
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APPENDIX

STATISTICS OF INDIAN RAILWAYS.

PART I.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1897.

GENERAL RESULTS.

Classification number.	Railway.	1897.	Capital expended.(a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE.		£	Miles.	Miles.	£	£	£
I	East Indian	1st half	37,77,05,900	(b) 1,737¾	6,322,172	3,03,96,400	90,25,363	2,13,71,037
		2nd half	37,96,38,195	(b) 1,740½	6,240,498	2,84,31,613	78,90,064	2,05,41,549
		Total and average	37,96,38,195	(b) 1,739¼	12,562,670	5,88,28,013	1,69,15,427	4,19,12,586
II	Bengal Central	1st half	1,06,43,766	125	183,562	4,54,749	2,74,825	1,79,924
		2nd half	1,14,10,112	125	222,808	6,83,450	3,73,688	3,09,762
		Total and average	1,14,10,112	125	406,370	11,38,199	6,48,513	4,89,686
III	Bengal-Nágpur	1st half	9,74,76,588	(b) 862¼	845,779	35,91,962	16,54,114	19,37,848
		2nd half	9,75,83,884	(b) 862¼	954,493	26,08,347	15,66,636	10,41,711
		Total and average	9,75,83,884	(b) 862¼	1,800,272	62,00,309	32,20,750	29,79,559
IV	Indian Midland	1st half	8,71,20,876	(b) 705⅓	705,985	28,81,726	15,43,075	13,38,651
		2nd half	8,74,02,136	(b) 699	683,300	26,07,814	15,39,899	10,67,915
		Total and average	8,74,02,136	(b) 702¼	1,389,285	54,89,540	30,82,974	24,06,566
V	Bhopal-Itársi (British section)	1st half	22,96,299	13¼	21,472	77,770	44,461	33,309
		2nd half	22,97,134	13¼	21,233	74,445	46,619	27,826
		Total and average	22,97,134	13¼	42,705	1,52,215	91,080	61,135
VI	Godhra-Rutlam-Nágdá	1st half	1,74,30,312	141	178,758	6,60,232	3,98,902	2,61,330
		2nd half	1,74,56,261	141	153,936	4,13,158	3,74,196	38,962
		Total and average	1,74,56,261	141	332,694	10,73,390	7,73,098	3,00,292
VII	Wardha Coal	1st half	49,96,325	45	51,879	(c) 43,696	(d) 675	43,021
		2nd half	49,96,325	45	45,50	(c) 16,185	(d) 675	15,510
		Total and average	49,96,325	45	97,387	(c) 59,881	1,350	58,531
VIII	Dhond-Manmád	1st half	1,13,82,119	145⅓	288,696	(e) 1,97,405	(d) 6,152	1,91,253
		2nd half	1,13,94,462	145½	285,376	(e) 96,171	(d) 6,152	90,019
		Total and average	1,13,94,462	145½	574,072	(e) 2,93,576	(d) 12,304	2,81,272
IX	Bezwada extension (East Coast State).	1st half	14,60,588	(e) 21⅓	15,118	82,919	42,354	40,565
		2nd half	14,95,418	(e) 21½	13,610	83,881	(f) 67,801	16,080
		Total and average	14,95,418	(e) 21½	28,728	1,66,800	1,10,155	56,645
X	Madras-Ennúr section (Bezwada-Madras).	1st half	5,82,541	8¼	14,644	34,583	19,906	14,677
		2nd half	5,92,618	8½	14,657	29,291	20,460	8,831
		Total and average	5,92,618	8¼	29,301	63,874	40,366	23,508
XI	North Western State	1st half	45,82,15,308	(b) 2,769¾	4,242,283	1,46,97,872	(g) 85,84,897	61,12,975
		2nd half	46,06,81,604	(b) 2,826	4,520,452	1,82,05,576	(g) 93,18,075	88,87,501
		Total and average	46,06,81,604	2,797¼	87,62,735	3,29,03,448	1,79,02,972	1,50,00,476
XII	Hyderabad-Shadipalli	1st half	18,30,153	59	32,846	1,00,666	70,408	30,258
		2nd half	18,37,796	59	38,368	1,04,516	75,361	29,155
		Total and average	18,37,796	59	71,214	2,05,182	1,45,769	59,413
XIII	Oudh and Rohilkhand State (h)	1st half	(h) 10,52,68,888	846½	1,203,671	44,86,668	25,46,545	19,40,123
		2nd half	(h) 10,57,20,203	892	1,198,351	40,29,188	22,72,532	17,56,656
		Total and average	10,57,20,203	878	2,402,022	85,15,856	48,19,077	36,96,779
XIV	Eastern Bengal State	1st half	6,33,46,931	251¾	906,746	34,34,188	17,25,970	17,08,218
		2nd half	6,46,77,563	253½	1,125,441	55,01,201	24,27,300	30,73,901
		Total and average	6,46,77,563	252½	2,032,187	89,35,389	41,53,270	47,82,119
	Total standard gauge carried over.	1st half	1,23,97,56,594	7,732	15,013,611	6,11,40,836	2,59,37,647	3,52,03,189
		2nd half	1,24,71,83,711	7,830	15,518,031	6,28,84,836	2,59,79,458	3,69,05,378
		Total and average	1,24,71,83,711	7,789¼	30,531,642	12,40,25,672	5,19,17,105	7,21,08,567

(a) Capital expended on open mileage charged to final heads.
(b) Including the mileage of foreign lines worked over.
(c) Represents the amount received as rent for the lease of this line.
(d) Expenditure incurred direct by the State.
(e) Including 0·89 mile of the East Coast State railway worked over.
(f) Including R24,163 for special charges on flood damages during 2nd half of 1895.
(g) Including R16,246 on account of rent of leased line.
(h) Including the Cawnpore-Burhwal railway (metre gauge link).

A—*continued.*

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1897—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1897.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*contd.*		£	Miles.	Miles.	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	1,23,97,56,594	7,732	15,013,611	6,11,40,836	2,59,37,647	3,52,03,189
		2nd half	1,24,71,83,711	7,830	15,518,031	6,28,84,836	2,59,79,458	3,69,05,378
		Total and average	1,24,71,83,711	7,789¼	30,531,642	12,40,25,672	5,19,17,105	7,21,08,567
XV	Calcutta Port Commissioners'	1st half	68,50,711	8½	(*a*)	1,96,114	1,32,449	63,665
		2nd half	70,57,005	8½	(*a*)	1,97,413	1,12,371	85,042
		Total and average	70,57,005	8½	(*a*)	3,93,527	2,44,820	1,48,707
XVI	East Coast State	1st half	5,61,90,836	529¾	481,199	13,98,656	9,79,010	4,19,646
		2nd half	5,50,07,179	538¼	536,692	14,58,632	10,09,308	4,49,324
		Total and average	5,50,07,179	534	1,017,891	28,57,288	19,88,318	8,68,970
XVIII	Great Indian Peninsula	1st half	27,54,90,513	1,288	4,312,593	1,57,06,082	(*b*)93,57,368	63,48,714
		2nd half	27,55,96,212	1,288	4,074,430	1,27,26,320	(*b*)96,80,637	30,45,683
		Total and average	27,55,96,212	1,288	8,387,023	2,84,32,402	(*b*) 1,90,38,005	93,94,397
XIX	Bombay, Baroda and Central India.	1st half	(*c*)10,15,37,155	461	1,322,373	81,89,068	38,44,843	43,44,225
		2nd half	(*c*)10,35,28,164	461	1,109,516	60,72,225	38,80,893	21,91,332
		Total and average	(*c*)10,35,28,164	461	2,431,889	1,42,61,293	77,25,736	65,35,557
XX	Madras	1st half	11,89,07,516	839¼	1,262,217	57,89,562	26,99,926	30,89,636
		2nd half	11,91,64,446	839¼	1,318,652	56,75,751	27,03,200	29,12,551
		Total and average	11,91,64,446	839¼	2,580,869	1,14,65,313	54,63,126	60,02,187
XXI	Delhi-Umballa-Kalka	1st half	(*d*) 1,53,40,424	160½	273,235	6,77,978	3,25,429	3,52,549
		2nd half	(*d*) 1,54,18,198	162¼	308,756	8,95,341	4,29,704	4,65,577
		Total and average	(*d*) 1,54,18,198	162¼	581,991	15,73,319	7,55,193	8,18,126
XXII	Tarkessur	1st half	17,56,845	22¼	30,932	1,78,292	86,634	91,658
		2nd half	17,57,160	22¼	31,365	1,34,364	63,459	70,905
		Total and average	17,57,160	22¼	62,297	3,12,656	1,50,093	1,62,563
XXIII	Southern Punjab (Delhi-Samásata).(*e*)	1st half	...	...	...	...	...	...
		2nd half	1,97,26,254	113	56,055	1,03,641	53,893	49,748
		Total and average	1,97,26,254	57	56,055	1,03,641	53,893	49,748
XXVII	Khámgaon	1st half	5,22,150	7½	7,622	(*f*)10,001	...	10,001
		2nd half	5,22,150	7½	6,008	(*f*) 3,900	...	3,900
		Total and average	5,22,150	7½	13,630	(*f*)13,901	...	13,901
XXVIII	Amráoti	1st half	4,46,058	5½	12,514	(*f* 21,968	(*g*) 442	21,526
		2nd half	4,46,058	5½	12,172	)8,778	(*g*) 442	8,336
		Total and average	4,46,058	5½	24,686	(*f*) 30,746	(*g*) 884	29,862
XXIX	Bína-Goona	1st half	49,02,918	71¾	28,547	63,723	35,735	27,988
		2nd half	49,21,624	71¾	29,773	38,663	23,205	15,458
		Total and average	49,21,624	71¾	58,320	1,02,386	58,940	43,446
XXX	Bhopal-Ujjain	1st half	74,91,467	113½	72,658	2,19,432	1,09,514	1,09,918
		2nd half	75,36,180	113½	49,053	1,52,905	78,103	74,742
		Total and average	75,36,180	113½	1,21,711	3,72,337	1,87,677	1,84,660
XXXI	Bhopal-Itársi (Native state section)	1st half	50,00,000	44¼	73,086	1,69,339	96,810	72,529
		2nd half	50,00,000	44¼	71,717	1,62,040	1,01,472	60,568
		Total and average	50,00,000	44¼	144,803	3,31,379	1,98,282	1,33,097
XXXII	The Nizam's Guaranteed State	1st half	4,02,00,630	(*h*) 333¼	429,088	17,68,638	8,10,293	9,58,345
		2nd half	4,03,78,163	(*h*) 333¼	451,804	18,41,716	8,61,292	9,80,424
		Total and average	4,03,78,163	(*h*) 333¼	880,892	36,10,354	16,71,585	19,38,769
	TOTAL STANDARD GAUGE carried over.	1st half	1,87,44,93,817	11,617	23,319,675	9,55,29,689	4,44,16,100	5,11,13,589
		2nd half	1,90,32,42,504	11,838¼	23,574,024	9,23,56,525	4,50,37,557	4,73,18,908
		Total and average	1,90,32,42,504	11,737¼	46,893,699	18,78,86,214	8,94,53,657	9,84,32,557

* See foot-note (*a*) on page ii.

(*a*) Information not furnished.
(*b*) Including rent of leased lines.
(*c*) Including the State outlay (₹8,08,405) on the Pátri branch.
(*d*) Including ₹5,76,918 on account of interest on capital during construction.
(*e*) Opened for traffic on the 10th November 1897.
(*f*) Represents the amount received as rent for the lease of this line.
(*g*) Expenditure incurred direct by the Stat
(*h*) Including 3·10 miles worked over twice by each train.

APPENDIX

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1897—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1897.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*concld.*		₹	Miles.	Miles.	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	1,87,44,93,817	11,617	23,319,675	9,55,29,689	4,44,16,100	5,11,13,589
		2nd half	1,90,32,42,504	11,838¼	23,574,024	9,23,56,525	4,50,37,557	4,73,18,968
		Total and average	1,90,32,42,504	11,737½	46,893,699	18,78,86,214	8,94,53,657	9,84,32,557
XXXIII	Nágdá-Ujjain	1st half	22,09,586	34⅜	37,514	66,843	32,099	34,744
		2nd half	22,19,919	34¾	26,625	37,796	24,784	13,012
		Total and average	22,19,919	34⅜	64,139	1,04,639	56,883	47,756
XXXIV	The Gaekwar's Petlád	1st half	7,13,632	13¼	9,593	34,762	13,672	21,090
		2nd half	7,44,305	13¼	9,752	29,975	17,119	12,856
		Total and average	7,44,305	13¼	19,345	64,737	30,791	33,946
XXXV	Kolar Gold-fields	1st half	7,28,208	10	17,942	98,854	54,963	43,891
		2nd half	7,39,451	10	19,324	1,10,000	63,613	46,387
		Total and average	7,39,451	10	37,266	2,08,854	1,18,576	90,278
XXXVI	Rájpura-Bhátinda	1st half	66,90,641	108	101,041	3,98,574	2,19,216	1,79,358
		2nd half	66,95,341	108	92,482	2,98,353	1,64,094	1,34,259
		Total and average	66,95,341	108	193,523	6,96,927	3,83,310	3,13,617
XXXVII	Jammu and Kashmir (Native state section).	1st half	9,60,011	16	11,872	(a)10,246	...	10,246
		2nd half	9,65,151	16	11,904	(a)25,485	14,144	11,341
		Total and average	9,65,151	16	23,776	35,731	14,144	21,587
	TOTAL STANDARD GAUGE	1st half	1,88,57,95,895	11,799	23,497,637	9,61,38,968	4,47,36,050	5,14,02,918
		2nd half	1,91,46,06,671	12,020¼	23,734,111	9,28,58,134	4,53,21,311	4,75,36,823
		Total and average	1,91,46,06,671	11,919½	47,231,748	18,89,97,102	9,00,57,361	9,89,39,741
	METRE GAUGE.							
XXXIX	Bengal and North-Western—							
	Tirhoot section	1st half	2,56,42,526	341¾	(b)	18,08,150	8,88,352	9,19,798
		2nd half	2,57,76,136	341¾	(b)	14,29,959	7,94,850	6,35,109
		Total and average	2,57,76,136	341¾	(b)	32,38,109	16,83,202	15,54,907
	Company's section	1st half	(c)2,88,08,550	472¾	1,008,386	15,01,714	4,25,094	10,76,620
		2nd half	(c)3,00,99,424	485⅓	1,029,754	12,54,004	5,15,877	7,38,127
		Total and average	(c)3,00,99,424	474	2,038,140	27,55,718	9,40,971	18,14,747
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	(d)88,09,236	226½	200,927	4,77,617	2,68,534	2,09,083
		2nd half	(d)89,07,729	200¼	175,770	3,49,754	2,21,374	1,28,380
		Total and average	(d)89,07,729	213⅓	376,697	8,27,371	4,89,908	3,37,463
XLI	Rajputana-Malwa	1st half	12,86,03,105	1,674	2,542,946	96,45,653	44,45,007	52,00,646
		2nd half	12,87,20,729	1,674	2,476,160	88,28,705	41,64,930	46,63,775
		Total and average	12,87,20,729	1,674	5,019,106	1,84,74,358	86,09,937	98,64,421
XLII	Pálanpur-Deesa	1st half	4,18,246	17¼	6,562	24,923	11,485	13,438
		2nd half	4,18,264	17¼	6,358	18,340	8,652	9,688
		Total and average	4,18,264	17¼	12,920	43,263	20,137	23,126
XLIII	Southern Mahratta	1st half	9,48,29,632	1,045	1,523,807	35,20,837	18,74,603	16,46,234
		2nd half	9,51,13,422	1,045	1,393,192	29,71,473	18,06,536	11,64,937
		Total and average	9,51,13,422	1,045	2,916,999	64,92,310	36,81,139	28,11,171
XLIV	Guntakal-Mysore frontier	1st half	59,01,024	119⅓	134,601	2,87,661	1,51,535	1,36,126
		2nd half	59,02,198	119½	176,795	3,50,617	2,10,760	1,39,857
		Total and average	59,02,498	119½	311,396	6,38,278	3,62,295	2,75,983
XLV	Mysore section (Southern Mahratta).	1st half	1,47,19,494	296	321,773	9,02,004	4,82,654	4,19,350
		2nd half	1,47,45,430	296	357,435	9,78,015	5,94,886	3,83,129
		Total and average	1,47,45,430	296	679,208	18,80,019	10,77,540	8,02,479
	TOTAL METRE GAUGE carried over.	1st half	30,77,31,813	4,192¾	5,739,002	1,81,68,559	85,47,264	96,21,295
		2nd half	30,96,83,632	4,179¼	5,615,464	1,61,80,867	83,17,865	78,63,002
		Total and average	30,96,83,632	4,181	11,354,466	3,43,49,426	1,68,65,129	1,74,84,297

See foot-note (a) on page ii.

(a) Represents the amount received as rent for the lease of this line, during the second-half the line was worked on a different basis.

(b) Included with the Bengal and North-Western railway (Company's section).

(c) Including ₹10,90,014 on account of interest on capital during construction.

(d) Including ₹41,029 on account of interest on capital during construction.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1897—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1897.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	METRE GAUGE—*contd.*		£	Miles.	Miles.	£	£	£
	Brought forward METRE GAUGE	1st half	30,77,31,813	4,192¾	5,739,002	1,81,68,559	85,47,264	96,21,295
		2nd half	30,96,83,632	4,179¼	5,615,464	1,61,80,867	83,17,865	78,63,002
		Total and average	30,96,83,632	4,181	11,354,466	3,43,49,426	1,68,65,129	1,74,84,297
XLVI	South Indian	1st half	7,41.06,663	1,041½	1,744,051	46,24,064	23,96,752	22,27,312
		2nd half	7,42,48,486	1,041½	1,757,473	45,57,345	24,69,938	20,87,407
		Total and average	7,42,48,486	1,041½	3,501,524	91,81,409	48,66,690	43,14,719
XLVII	Máyavaram-Mutupet	1st half	24,69,681	54	63,637	1,32,783	75,567	57,216
		2nd half	24,91,854	54	63,540	1,33,298	79.019	54,279
		Total and average	24,91,854	54	127,177	2,66,081	1,54.586	1,11,495
XLVIII	Assam-Bengal	1st half	3,21,48,186	340⅓	235,080	5,21,857	5,03,258	18,599
		2nd half	3,36,22,400	262½	164,999	4.68,783	4,15,168	53,615
		Total and average	3,36,22,400	301	4,00,079	9,90,640	9,18.426	72,214
XLIX	Burma	1st half	7,61,02,395	887¾	1,460,946	51,59,558	23,70,106	27,89.452
		2nd half	7,63,23,023	886½	1,345,857	35,16,845	24,23,624	10,93,221
		Total and average	7,63,23,023	886½	2,806,803	86,76,403	47,93,730	38,82,673
L	Eastern Bengal State—							
	Northern and Behar sections (including the Kaunia-Dharlla 2′ 6″ gauge branch).	1st half	4,04,71,880	478	697,126	23,57,587	11,74,294	11,83,293
		2nd half	4,09,10,195	478½	754,847	29,58,464	10,82,040	18,76,424
		Total and average	4,09,10,195	478¼	1,451,973	53,16,051	22,56,334	30,59,717
	Dacca section	1st half	67,45,262	86	96,419	2,26,578	1,49,253	77,325
		2nd half	67,45,941	86	113,477	2,84,215	1,36,383	1,47,832
		Total and average	67,45,941	86	209,896	5,10,793	2,85,636	2,25,157
LII	Deoghur	1st half / 2nd half	2,86,180	4¾	13,384	30,320	19,168	11,152
		Total and average	2,86,180	4¾	13,384	30,320	19,168	11,152
LIV	Rohilkund and Kumaon (Company's section).	1st half	20,74,635	(a) 66	50,141	2,07,878	1,15,987	91,891
		2nd half	20,79,802	(a) 66	44,461	2,15,842	1,34,549	81,293
		Total and average	20,79,802	(a)66	94,602	4,23,720	2,50,536	1,73,184
LV	Bengal Dooars	1st half	(b) 24,67,039	36⅓	28,990	1,12,094	68,936	43,158
		2nd half	(b) 25.34,337	36½	32,425	1,74,313	72,182	1,02,131
		Total and average	(b)25,34,337	36⅓	61,415	2,86,407	1,41,118	1,45,289
LVI	Dibru-Sadiya	1st half	72,50,507	77½	95,323	3,88,270	2,76,689	1,11,581
		2nd half	72,63,019	77½	97,727	3,85,919	2,50,750	1,35,169
		Total and average	72,63,019	77½	193,050	7,74,189	5,27,439	2,46,750
LVII	Ledo and Tikak-Margherita Colliery.	1st half	10,98,519	10	8,648	23,637	22,506	1,131
		2nd half	11,46,240	10	8,984	22,234	15,341	6,893
		Total and average	11,46,240	10	17,632	45,871	37,847	8,024
LVIII	Ahmedabad Parántij(c)	1st half	17,22,566	11½	8,296	16,392	7,554	8,838
		2nd half	19,19,104	46	17,002	52,677	24,850	27,827
		Total and average	19,19,104	29	25,298	69,069	32,404	36,665
LXIII	The Gaekwar's Mehsána	1st half	32,59,525	92¾	52,345	1,84,517	85,032	99,485
		2nd half	32,63,900	92¾	49,192	1,54,608	72,934	81,674
		Total and average	32,63,900	92¾	101,537	3,30,125	1,57,966	1,81,159
LXIV	Kolhápur	1st half	23,06,629	29	22,335	57,827	30,317	27,510
		2nd half	23,24,807	29	18,878	36,803	22,332	14,471
		Total and average	23,24,807	29	41,213	94,630	52,649	41,981
LXV	Yesvantpur-Mysore frontier	1st half	24,06,158	51¼	62,740	1,26,960	66,139	60,821
		2nd half	24,06,443	51¼	74,504	1,42,567	85,030	57,537
		Total and average	24,06,443	51¼	137,244	2,69,527	1,51,169	1,18,358
	TOTAL METRE GAUGE carried over	1st half	56,12,62,939	7,445	10,365,079	3,23,08,561	1,58,89,654	1,64,18,907
		2nd half	56,69,63,183	7,397¼	10,158,830	2,92,84,780	1,56,02,005	1,36,82,775
		Total and average (d)	56,72,49,363	7,420¼	20,537,293	6,16,23,661	3,15,10,827	3,01,12,834

* See foot-note (a) on page ii.

(a) Including 12 miles of the Rohilkund and Kumaon railway (Lucknow-Bareilly section) worked over by the company.

(b) Including £37,875 on account of interest on capital during construction.

(c) Opened for traffic on the 1st May 1897.

(d) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1897—concluded.

GENERAL RESULTS—*concluded.*

Classification Number.	Railway.	1897.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			£	Miles.	Miles.	£	£	£
	Metre gauge—*concld.*	1st half	56,12,62,939	7,445	10,365,079	3,23,08,561	1,58,89,654	1,64,18,907
	Brought forward metre gauge	2nd half	56,69,63,183	7,397¼	10,158,830	2,92,84,780	1,56,02,005	1,36,82,775
		Total and average (*a*)	56,72,49,363	7,420¼	20,537,293	6,16,23,661	3,15,10,827	3,01,12,834
LXVI	Mysore-Nanjangúd	1st half	6,09,041	15¼	16,320	15,769	8,190	7,579
		2nd half	6,10,565	15¼	10,845	17,728	11,042	6,686
		Total and average	6,10,565	15¼	27,165	33,497	19,232	14,265
LXIX	Jodhpore-Bickaneer—Jodhpore section	1st half	64,60,059	320½	175,694	6,32,381	2,06,580	4,25,801
		2nd half	64,62,678	320½	156,080	4,90,277	1,71,279	3,18,998
		Total and average	64,62,678	320½	331,774	11,22,658	3,77,859	7,44,799
	Bickaneer section	1st half	9,73,294	43½	26,822	66,692	28,743	37,949
		2nd half	9,73,473	43½	22,564	50,318	22,763	27,555
		Total and average	9,73,473	43½	49,386	1,17,010	51,506	65,504
LXX	Oodeypore-Chitor	1st half	(*b*)	60½	23,497	62,441	45,908	16,533
		2nd half	(*c*) 15,94,140	60½	22,210	60,734	34,386	26,348
		Total and average	15,94,140	60½	45,707	1,23,175	80,294	42,881
LXXI	Bhávnagar-Gondal-Junágadh-Porbandar.	1st half	1,73,40,016	333½	318,145	10,99,441	5,41,073	5,58,368
		2nd half	1,73,63,263	333½	223,579	7,22,199	4,61,486	2,60,713
		Total and average	1,73,63,263	333½	541,724	18,21,640	10,02,559	8,19,081
LXXII	Jetalsar-Rájkot	1st half	15,33,708	46¼	23,583	1,04,827	60,413	44,414
		2nd half	15,43,369	46¼	21,951	1,00,426	60,120	40,306
		Total and average	15,43,369	46¼	45,534	2,05,253	1,20,533	84,720
LXXIII	Jámnagar (*d*)	1st half	19,70,554	23¼	(*k*) 11,432	30,033	14,764	15,269
		2nd half	21,52,689	54½	18,711	54,443	40,758	13,685
		Total and average	21,52,689	39¾	30,143	84,476	55,522	28,954
	Total metre gauge	1st half	59,01,49,611	8,287¾	10,960,572	3,43,20,145	1,67,95,325	1,75,24,820
		2nd half	59,79,49,540	8,271	10,634,770	3,07,80,905	1,64,03,839	1,43,77,066
		Total and average (*a*)	59,79,49,540	8,284¼	21,608,728	6,51,31,370	3,32,18,332	3,19,13,038
	Special gauges.							
	Cherra-Companyganj (2′ 6″)	1st half	(*e*) 3,43,816	8	6,273	10,299	11,281	—982
		2nd half	(*e*) 3,38,968	(*f*)	(*f*)	(*f*) 670	31,610	—30,940
		Total and average	3,38,968	8	6,273	10,969	42,891	—31,922
LXXX	Jorhát (2′ 0″)	1st half	8,50,903	28	18,762	52,025	41,058	10,967
		2nd half	8,51,045	25¼	12,53	44,161	41,003	3,158
		Total and average	8,51,045	26½	31,298	96,186	82,061	14,125
LXXXI	Darjeeling-Himalayan (2′ 0″)	1st half	31,82,638	51	90,175	3,45,810	2,04,751	1,41,059
		2nd half	31,92,048	51	74,202	3,98,456	1,99,929	1,98,527
		Total and average	31,92,048	51	164,377	7,44,266	4,04,680	3,39,586
LXXXII	Bársi Light (2′ 6″) (*g*)	1st half	(*h*) 13,20,966	21½	10,865	55,347	27,666	27,681
		2nd half	(*i*) 13,30,932	21½	90,165	52,431	58,552	—6,121
		Total and average	13,30,932	21½	101,030	1,07,778	86,218	21,560
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	18,85,096	71½	54,742	1,32,290	83,029	49,261
		2nd half	20,61,684	78¾	37,576	88,611	86,923	1,688
		Total and average	20,61,684	75¼	92,318	2,20,901	1,69,952	50,949
LXXXIV	Rajpipla (*j*)	1st half	...	...	...	...	...	...
		2nd half	7,11,997	19	9,059	5,705	12,239	—6,534
		Total and average	7,11,997	9½	9,059	5,705	12,239	—6,534
LXXXVI	Cooch Behar (2′ 6″)	1st half	7,43,722	22	11,137	38,670	17,404	21,272
		2nd half	7,48,582	22¼	11,603	25,586	11,514	14,072
		Total and average	7,48,582	22¼	22,740	64,262	28,918	35,344
LXXXVII	Morvi (2′ 6″)	1st half	23,65,026	94¼	88,200	2,02,662	1,09,026	93,036
		2nd half	24,14,643	94½	84,670	2,24,822	1,06,216	1,18,606
		Total and average	24,14,643	94½	172,870	4,27,484	2,15,842	2,11,642
	Total special gauges	1st half	1,06,92,167	896¼	280,154	8,31,109	4,94,815	3,42,294
		2nd half	1,16,49,899	312¼	319,811	8,40,442	5,47,986	2,92,456
		Total and average	1,16,49,899	308	599,965	16,77,551	10,42,801	6,34,750
	Total of all gauges for the year.	...	2,52,42,06,110	20,511½	69,440,439	25,58,06,023	12,43,18,494	13,14,87,529

* See foot-note (*a*) on page ii.

(*a*) Including the Deoghur railway, for which yearly figures are shown.
(*b*) Information not furnished.
(*c*) Figures taken from Part I of the Administration Report for 1897-98.
(*d*) Opened for traffic on the 8th April 1897.
(*e*) Excluding the outlay (£4,30,153) on the hill incline section, which is now being dismantled.
(*f*) Closed for traffic throughout the half-year on account of damages by earthquake and heavy floods, earnings for June 1897 subsequently accounted for.
(*g*) Opened for traffic on the 1st March 1897.
(*h*) Including £77,611 on account of interest on capital during construction.
(*i*) Including £77,133 on account of interest on capital during construction.
(*j*) Opened for traffic on the 1st July 1897.

N.B.—This table excludes the West of India Portuguese and the Pondicherry railways. This remark applies to all the subsequent tables.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS.

Half-years ended the 30th June and the 31st December 1897. [From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1897.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	Standard gauge.		₹	₹	₹	₹	₹	₹	₹
I	East Indian (*a*)	1st half	89,26,668	2,18,29,626	50,779	69,904	25,650	3,50,043	3,12,52,670
		2nd half	94,42,322	1,94,91,121	49,114	81,422	80,432	3,16,907	2,94,61,318
		Total	1,83,68,990	4,13,20,747	99,893	1,51,326	1,06,082	6,66,950	6,07,13,988
II	Bengal Central	1st half	3,35,633	1,14,099	1,128	...	...	3,889	4,54,749
		2nd half	3,36,397	2,72,091	1,140	...	66,949	6,873	6,83,450
		Total	6,72,030	3,86,190	2,268	...	66,949	10,762	11,38,199
III	Bengal-Nágpur	1st half	7,92,251	25,01,549	12,299	...	2,45,711	40,152	35,91,962
		2nd half	6,03,655	17,31,178	8,009	...	2,29,161	36,344	26,08,347
		Total	13,95,906	42,32,727	20,308	...	4,74,872	76,496	62,00,309
IV	Indian Midland (*b*)	1st half	11,50,071	21,95,217	11,165	...	9,034	46,503	34,11,990
		2nd half	12,43,293	17,19,521	10,689	...	13,854	48,510	30,35,867
		Total	23,93,364	39,14,738	21,854	...	22,888	95,013	64,47,857
VI	Godhra-Rutlam-Nágdá	1st half	1,03,068	5,64,916	948	...	—*8,700*	...	6,60,232
		2nd half	94,474	3,20,716	801	...	—*2,833*	...	4,13,158
		Total	1,97,542	8,85,632	1,749	...	—*11,533*	...	10,73,390
VII	Wardha Coal	1st half	Included with the Great Indian Peninsula railway						43,696
		2nd half							16,185
		Total							59,881
VIII	Dhond-Manmád	1st half							1,97,405
		2nd half							96,171
		Total							2,93,576
IX	Bezwada extension (East Coast State).	1st half	19,087	63,645	147	...	...	40	82,919
		2nd half	16,095	67,159	560	...	...	67	83,881
		Total	35,182	1,30,804	707	...	...	107	1,66,800
X	Madras-Ennúr section (Bezwada-Madras)	1st half	24,728	9,690	25	...	...	140	34,583
		2nd half	16,963	12,215	15	...	...	98	29,291
		Total	41,691	21,905	40	...	...	238	63,874
XI	North Western State	1st half	50,09,057	91,16,493	48,637	44,466	2,82,676	1,96,543	1,46,97,872
		2nd half	72,99,194	1,04,41,218	60,571	1,570	1,95,956	2,07,007	1,82,05,576
		Total	1,23,08,251	1,95,57,711	1,09,208	46,036	4,78,632	4,03,610	3,29,03,448
XII	Hyderabad-Shadipalli	1st half	32,448	64,932	1,442	...	...	1,844	1,00,666
		2nd half	48,364	55,246	657	...	...	249	1,04,516
		Total	80,812	1,20,178	2,099	...	...	2,093	2,05,182
XIII	Oudh and Rohilkhand State. (*c*)	1st half	18,62,609	24,17,747	15,697	...	1,14,556	76,059	44,86,668
		2nd half	18,17,629	18,48,661	13,293	...	2,80,059	69,546	40,29,188
		Total	36,80,238	42,66,408	28,990	...	3,94,615	1,45,605	85,15,856
XIV	Eastern Bengal State	1st half	14,62,095	17,25,356	12,838	11,880	(*d*)	2,22,019	34,34,188
		2nd half	13,21,455	39,95,704	10,722	11,944	(*d*)	1,61,370	55,01,201
		Total	27,83,550	57,21,060	23,560	23,824	(*d*)	3,83,395	89,35,389
	Total standard gauge carried over.	1st half	1,97,17,715	4,06,03,270	1,55,105	1,26,250	6,68,927	9,37,232	6,24,49,600
		2nd half	2,22,39,841	3,99,54,830	1,55,571	94,936	8,63,578	8,47,037	6,42,68,149
		Total	4,19,57,556	8,05,58,100	3,10,676	2,21,186	15,32,505	17,84,269	12,67,17,749

(*a*) Including the Delhi-Umballa-Kalka and Tarkessur railways. This remark applies to all the subsequent tables excepting the Interest table.
(*b*) Including the Bhopal-Itársi, Bina-Goona and Bhopal-Ujjain railways. This remark applies to all the subsequent tables excepting the Interest table.
(*c*) Including the Cawnpore-Burhwal railway (metre gauge link). This remark applies to all the subsequent tables.
(*d*) Shown under "Other items" as the information is not available separately.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Classification Number.	Railway.	1897.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	STANDARD GAUGE—*contd.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	1,97,17,715	4,06,03,270	1,55,105	1,26,250	6,68,927	9,37,232	6,24,49,600
		2nd half	2,22,39,841	3,99,54,830	1,55,571	94,936	8,63,578	8,47,037	6,42,68,149
		Total .	4,19,57,556	8,05,58,100	3,10,676	2,21,186	15,32,505	17,84,269	12,67,17,749
XV	Calcutta Port Commissioners'.	1st half	...	1,75,813	...	...	...	20,301	1,96,114
		2nd half	...	1,75,984	...	...	...	21,429	1,97,413
		Total .	...	3,51,797	...	...	...	41,730	3,93,527
XVI	East Coast State . .	1st half	7,00,783	5,22,859	5,736	32,591	43,120	93,567	13,98,656
		2nd half	7,35,677	6,12,296	6,387	34,152	38,620	31,500	14,58,632
		Total .	14,36,460	11,35,155	12,123	66,743	81,740	1,25,067	28,57,288
XVIII	Great Indian Peninsula	1st half	40,43,572	1,14,74,101	45,123	...	35,488	1,07,798	1,57,06,082
		2nd half	37,45,582	88,19,540	38,468	...	24,396	98,334	1,27,26,320
		Total .	77,89,154	2,02,93,641	83,591	...	59,884	2,06,132	2,84,32,402
XIX	Bombay, Baroda and Central India.	1st half	22,43,662	57,67,136	29,768	...	63,027	85,475	81,89,068
		2nd half	21,00,929	37,78,704	19,790	...	72,017	1,00,785	60,72,225
		Total .	43,44,591	95,45,840	49,558	...	1,35,044	1,86,260	1,42,61,293
XX	Madras . . .	1st half	22,89,695	33,95,726	10,460	...	23,750	69,931	57,89,562
		2nd half	22,47,823	32,93,436	9,769	...	46,785	77,938	56,75,751
		Total .	45,37,518	66,87,162	20,229	...	70,535	1,47,869	1,14,65,313
XXIII	Southern Punjab (Delhi Samásata),(a)	1st half	...	...	...	...	...	...	...
		2nd half	41,578	61,910	...	...	...	153	1,03,641
		Total .	41,578	61,910	...	...	...	153	1,03,641
XXVII	Khámgaon . .	1st half	Included with the Great Indian Peninsula railway						10,001
		2nd half							3,900
		Total .							13,901
XXVIII	Amráoti . . .	1st half							21,968
		2nd half							8,778
		Total .							30,746
XXXII	The Nizam's Guaranteed State.	1st half	4,48,694	12,87,637	10,044	...	2,840	19,423	17,68,638
		2nd half	3,97,585	14,05,838	9,665	...	4,699	23,929	18,41,716
		Total .	8,46,279	20,93,475	19,709	...	7,539	43,352	36,10,354
XXXIII	Nágdá-Ujjain . .	1st half	19,567	47,023	253	...	...	...	66,843
		2nd half	15,855	21,629	284	...	...	28	37,796
		Total .	35,422	68,652	537	...	...	28	1,04,639
XXXIV	The Gaekwar's Petlád	1st half	17,908	16,158	237	...	...	459	34,762
		2nd half	15,081	14,435	270	...	...	189	29,975
		Total .	32,989	30,593	507	...	...	648	64,737
XXXV	Kolar Gold-fields . .	1st half	26,383	72,208	133	...	...	130	98,854
		2nd half	27,166	82,619	89	...	...	126	1,10,000
		Total .	53,549	1,54,827	222	...	...	256	2,08,854
XXXVI	Rájpura-Bhátinda . .	1st half	1,95,752	1,99,358	2,491	...	...	973	3,98,574
		2nd half	1,82,085	1,12,082	3,280	...	...	906	2,98,353
		Total .	3,77,837	3,11,440	5,771	...	...	1,879	61,96,927
XXXVII	Jammu and Kashmir (Native state section).	1st half	Included with the North Western State railway					...	10,246
		2nd half	20,595	4,883	...	...	...	7	25,485
		Total .	20,595	4,883	...	...	...	7	35,731
	TOTAL STANDARD GAUGE carried over.	1st half	2,97,03,731	6,35,61,289	2,59,350	1,58,841	8,37,152	13,35,280	9,61,38,968
		2nd half	3,17,69,797	5,83,38,186	2,43,573	1,29,088	10,50,095	12,02,380	9,28,58,134
		Total .	6,14,73,428	12,18,99,475	5,02,923	2,87,929	18,87,247	25,37,650	18,89,97,102

(a) Opened for traffic on the 10th November 1897.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Classification Number.	Railway.	1897.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			₹	₹	₹	₹	₹	₹	₹
	STANDARD GAUGE—*concld.*								
	Brought forward TOTAL STANDARD GAUGE.	1st half	2,97,03,731	6,35,61,289	2,59,350	1,58,841	8,37,152	13,35,289	9,61,38,968
		2nd half	3,17,69,797	5,83,38,186	2,43,573	1,29,088	10,50,095	12,02,361	9,28,58,134
		Total .	6,14,73,528	12,18,99,475	5,02,923	2,87,929	18,87,247	25,37,650	18,89,97,102
	METRE GAUGE.								
XXXIX	Bengal and North-Western—								
	Tirhoot section	1st half	11,96,393	16,10,181	18,803	3,41,411	1,665	1,41,411	33,09,864
	Company's section	2nd half	11,40,354	12,19,130	14,051	2,40,463	5,816	64,149	26,83,963
		Total .	23,36,747	28,29,311	32,853	5,81,874	4,781	2,05,560	59,93,827
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	1,79,464	2,81,280	3,468	...	2,764	10,641	4,77,617
		2nd half	1,46,517	1,88,173	2,963	...	2,445	9,656	3,49,754
		Total .	3,25,981	4,69,453	6,431	...	5,209	20,297	8,27,371
XLI	Rajputana-Malwa .	1st half	29,62,845	64,54,239	36,392	...	45,224	1,46,953	96,45,653
		2nd half	31,71,363	54,30,748	36,297	...	58,493	1,31,804	88,28,705
		Total .	61,34,208	1,18,84,987	72,689	...	1,03,717	2,78,757	1,84,74,358
XLII	Pálanpur-Deesa . .	1st half	8,328	16,495	94	...	...	6	24,923
		2nd half	5,829	12,388	121	...	...	2	18,340
		Total .	14,157	28,883	215	...	...	8	43,263
XLIII	Southern Mahratta .	1st half	10,67,957	23,65,580	12,711	...	42,773	31,816	35,20,837
		2nd half	8,40,382	20,82,061	13,873	...	1,862	33,295	29,71,473
		Total .	19,08,339	44,47,641	26,584	...	44,635	65,111	64,92,310
XLIV	Guntakal-Mysore frontier.	1st half	1,09,484	1,66,652	741	..	9,588	1,196	2,87,661
		2nd half	1,09,010	2,37,079	851	...	2,707	970	3,50,617
		Total .	2,18,494	4,03,731	1,592	...	12,295	2,166	6,38,278
XLV	Mysore section (Southern Mahratta).	1st half	3,78,031	5,12,306	2,757	...	507	8,403	9,02,004
		2nd half	3,65,488	6,02,185	3,656	...	480	6,206	9,78,015
		Total .	7,43,519	11,14,491	6,413	...	987	14,609	18,80,019
XLVI	South Indian . .	1st half	25,92,076	19,30,286	10,867	...	15,270	75,565	46,24,064
		2nd half	23,69,889	19,88,964	10,135	...	50,578	1,37,779	45,57,345
		Total .	49,61,965	39,19,250	21,002	...	65,848	2,13,344	91,81,409
XLVII	Máyavaram-Mutupet .	1st half	97,203	34,245	658	...	...	677	1,32,783
		2nd half	97,130	35,154	462	...	...	552	1,33,298
		Total .	1,94,333	69,399	1,120	...	...	1,229	2,66,081
XLVIII	Assam-Bengal . .	1st half	2,90,556	2,16,659	7,164	...	...	7,478	5,21,857
		2nd half	2,49,287	2,07,730	6,038	...	...	5,728	4,68,783
		Total .	5,39,843	4,24,389	13,202	...	...	13,206	9,90,640
XLIX	Burma . . .	1st half	24,32,987	26,40,728	14,590	11,599	4,139	55,515	51,59,558
		2nd half	19,35,244	15,35,884	12,639	9,785	—3,817	27,110	35,16,845
		Total .	43,68,231	41,76,612	27,229	21,384	322	82,625	86,76,403
L	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dharlla 2'6" gauge, branch).	1st half	9,93,024	11,64,584	8,016	1,73,102	(*a*)	18,861	23,57,587
		2nd half	8,18,632	20,880	6,167	2,98,081	(*a*)	14,704	29,58,464
		Total .	18,11,656	29,85,464	14,183	4,71,183	(*a*)	33,565	53,16,051
	Dacca section . .	1st half	1,58,565	62,580	1,352	...	(*a*)	4,081	2,26,578
		2nd half	1,76,783	1,01,416	1,147	...	(*a*)	4,869	2,84,215
		Total .	3,35,348	1,63,996	2,499	...	(*a*)	8,950	5,10,793
	TOTAL METRE GAUGE carried over.	1st half	1,24,66,913	1,74,55,815	1,17,613	5,26,112	1,21,930	5,02,603	3,11,90,986
		2nd half	1,14,25,908	1,54,61,792	1,08,400	5,48,329	1,18,564	4,36,824	2,80,99,817
		Total .	2,38,92,821	3,29,17,607	2,26,013	10,74,441	2,40,494	9,39,427	5,92,90,803

(*a*) Shown under "Other items" as the information is not available separately.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

Half-years ended the 30th June and the 31st December 1897.

[From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1897.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	METRE GAUGE—*contd.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward METRE GAUGE.	1st half	1,24,66,913	1,74,55,815	1,76,613	5,26,112	1,21,930	5,02,603	3,11,90,986
		2nd half	1,14,25,908	1,54,61,792	1,08,400	5,48,329	1,18,564	4,36,824	2,80,99,817
		Total .	2,38,92,821	3,29,17,607	2,26,013	10,74,441	2,40,494	9,39,427	5,92,90,803
LIII	Deoghur . . .	1st half 2nd half	25,981	4,243	...	...	...	96	30,320
		Total .	25,981	4,243	...	...	...	96	30,320
LIV	Rohilkund and Kumaon (Company's section).	1st half	1,02,988	48,245	482	...	...	56,163	2,07,878
		2nd half	1,13,475	48,251	482	...	...	53,634	2,15,842
		Total .	2,16,463	96,496	964	...	...	1,09,797	4,23,720
LV	Bengal Dooars . .	1st half	23,319	78,912	167	7,433	...	2,263	1,12,094
		2nd half	22,793	1,47,740	147	5,312	...	—1,679	1,74,313
		Total .	46,112	2,26,652	314	12,745	...	584	2,86,407
LVI	Dibru-Sadiya . .	1st half	73,239	2,90,007	5,696	...	3,944	15,384	3,88,270
		2nd half	62,188	3,04,709	5,424	...	2,362	11,236	3,85,919
		Total .	1,35,427	5,94,716	11,120	...	6,306	26,620	7,74,189
LVII	Ledo and Tikak-Margherita Colliery.	1st half	...	23,637	...	...	...	...	23,637
		2nd half	...	22,234	...	...	...	...	22,234
		Total .	...	45,871	...	...	...	...	45,871
LVIII	Ahmedabad-Parántij (*a*)	1st half	7,323	8,966	103	...	...	...	16,392
		2nd half	31,049	21,145	483	...	...	...	52,677
		Total .	38,372	30,111	586	...	...	...	69,069
LXIII	The Gaekwar's Mehsána	1st half	74,058	1,07,468	2,945	...	...	46	1,84,517
		2nd half	66,189	86,187	2,168	...	...	64	1,54,608
		Total .	1,40,247	1,93,655	5,113	...	...	110	3,39,125
LXIV	Kolhápur . . .	1st half	29,181	27,592	716	...	...	338	57,827
		2nd half	16,352	19,240	1,071	...	...	140	36,803
		Total .	45,533	46,832	1,787	...	...	478	94,630
LXV	Yesvantpur-Mysore frontier . . .	1st half	58,398	67,608	521	...	...	433	1,26,960
		2nd half	53,423	88,356	417	...	...	371	1,42,567
		Total .	1,11,821	1,55,964	938	...	...	804	2,69,527
LXVI	Mysore-Nanjangúd .	1st half	13,300	2,318	100	...	...	51	15,769
		2nd half	16,054	1,579	59	...	...	36	17,728
		Total .	29,354	3,897	159	...	...	87	33,497
LXIX	Jodhpore-Bickaneer—Jodhpore section .	1st half	2,38,033	3,83,527	9,439	...	602	780	6,32,381
		2nd half	2,43,869	2,36,015	9,003	...	378	1,012	4,90,277
		Total .	4,81,902	6,19,542	18,442	...	980	1,792	11,22,658
	TOTAL METRE GAUGE carried over.	1st half	1,30,86,752	1,84,94,095	1,37,782	5,33,545	1,26,476	5,78,061	3,29,56,711
		2nd half	1,20,51,300	1,64,37,248	1,27,654	5,53,641	1,21,304	5,01,638	2,97,92,785
		Total(*b*)	2,51,64,033	3,49,35,586	2,65,436	10,87,186	2,47,780	10,79,795	6,27,79,816

(*a*) Opened for traffic on the 1st May 1897.
(*b*) Including the Deoghur railway, for which yearly figures are shown.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*concluded.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Classification Number.	Railway.	1897.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			₹	₹	₹	₹	₹	₹	₹
	METRE GAUGE—*concld.*								
	Brought forward METRE GAUGE.	1st half	1,30,86,752	1,84,94,095	1,37,782	5,33,545	1,26,476	5,78,061	3,29,56,711
		2nd half	1,20,51,300	1,64,37,248	1,27,654	5,53,041	1,21,304	5,01,038	2,97,92,785
		Total(*a*)	2,51,64,033	3,49,35,586	2,65,436	10,87,186	2,47,780	10,79,795	6,27,79,816
	Jodhpore-Bickaneer—								
	Bickaneer section	1st half	18,617	42,051	5,888	...	...	136	66,692
		2nd half	20,245	24,851	5,107	...	42	73	50,318
		Total	38,862	66,902	10,995	...	42	209	1,17,010
LXX	Oodeypore-Chitor	1st half	43,020	18,938	455	...	...	28	62,441
		2nd half	45,075	15,154	472	...	...	33	60,734
		Total	88,095	34,092	927	...	...	61	1,23,175
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	1st half	4,48,564	6,15,146	8,116	...	11,551	16,064	10,99,441
		2nd half	4,03,159	2,84,931	5,892	...	10,511	17,706	7,22,199
		Total	8,51,723	9,00,077	14,008	...	22,062	33,770	18,21,640
LXXII	Jetalsar-Rájkot	1st half	71,510	31,852	1,366	...	...	99	1,04,827
		2nd half	76,354	22,206	1,472	...	...	394	1,00,426
		Total	1,47,864	54,058	2,838	...	...	493	2,05,253
LXXIII	Jámnagar (*b*)	1st half	22,156	7,672	174	...	...	31	30,033
		2nd half	45,078	8,875	414	...	...	76	54,443
		Total	67,234	16,547	588	...	...	107	84,476
	TOTAL METRE GAUGE	1st half	1,36,90,619	1,92,09,754	1,53,781	5,33,545	1,38,027	5,94,419	3,43,20,145
		2nd half	1,26,41,211	1,67,93,265	1,41,011	5,53,641	1,31,857	5,19,920	3,07,80,905
		Total (*a*)	2,63,57,811	3,60,07,262	2,94,792	10,87,186	2,69,884	11,14,435	6,61,31,370
	SPECIAL GAUGES.								
	Cherra-Companyganj (2′ 6″)	1st half	1,150	9,149	...	...	...	...	10,299
		2nd half	(*c*) 47	(*c*) 623	...	...	...	...	(*c*) 670
		Total	1,197	9,772	...	...	...	...	10,969
LXXX	Jorhát (2′ 0″)	1st half	6,106	45,473	...	...	...	446	52,025
		2nd half	4,313	39,476	...	...	...	372	44,161
		Total	10,419	84,949	...	...	...	418	96,186
LXXXI	Darjeeling-Himalayan (2′ 0″)	1st half	1,36,689	2,03,419	2,427	...	...	3,275	3,45,810
		2nd half	1,53,649	2,39,914	1,989	...	...	2,904	3,98,456
		Total	2,90,338	4,43,333	4,416	...	...	6,179	7,44,266
LXXXII	Bársi Light (2′ 6″) (*d*)	1st half	7,824	46,650	155	...	...	718	55,347
		2nd half	12,116	38,872	274	...	...	1,169	52,431
		Total	19,940	85,522	429	...	...	1,887	1,07,778
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	56,373	74,116	1,551	...	...	250	1,32,290
		2nd half	55,414	31,737	881	...	...	579	88,611
		Total	1,11,787	1,05,853	2,432	...	...	829	2,20,901
LXXXIV	Rajpipla (2′ 6″) (*e*)	1st half	...	...	...	...	...	...	...
		2nd half	3,578	2,017	56	...	...	54	5,705
		Total	3,578	2,017	56	...	...	54	5,705
LXXXVI	Cooch Behar (2′ 6″)	1st half	15,490	19,627	217	3,254	...	88	38,676
		2nd half	7,752	15,452	160	2,113	...	109	25,586
		Total	23,242	35,079	377	5,367	...	197	64,262
LXXXVII	Morvi (2′ 6″)	1st half	1,15,949	82,390	3,013	...	...	1,310	2,02,662
		2nd half	1,34,075	47,719	2,759	...	...	40,269	2,24,822
		Total	2,50,024	1,30,109	5,772	...	...	41,579	4,27,484
	TOTAL SPECIAL GAUGES	1st half	3,39,581	4,80,824	7,363	3,254	...	6,087	8,37,109
		2nd half	3,70,944	4,15,810	6,119	2,113	...	45,456	8,40,442
		Total	7,10,525	8,96,634	13,482	5,367	...	51,543	16,77,551
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	8,85,41,864	15,88,03,371	8,11,197	13,80,482	21,57,131	37,03,628	25,58,06,023

(*a*) Including the Deoghur railway for which yearly figures are shown.

(*b*) Opened for traffic on the 8th April 1897.

(*c*) Closed for traffic throughout the half year on account of damages by earthquake and heavy floods, earnings for June 1897 subsequently accounted for.

(*d*) Opened for traffic on the 1st March 1897.

(*e* Opened for traffic on the 1st July 1897.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1897. [From Abstract H of

PASSEN

Classification Number.	Railway.	1897.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Standard gauge.		Pies.		₹	Pies.		₹	Pies.		₹
I	East Indian	1st half	15·21	32,494	3,14,951	6·46	94,933	3,79,875	3·29	623,949	5,75,353
		2nd half	15·25	33,516	3,16,258	6·27	104,264	4,40,991	3·36	649,483	6,26,330
		Total and average	15·23	66,010	6,31,209	6·36	199,197	8,20,866	3·32	1,273,432	12,01,683
II	Bengal Central	1st half	9·68	1,320	3,259	4·83	14,342	9,652	3·28	52,371	32,224
		2nd half	9·62	1,358	2,706	4·87	15,418	11,318	3·40	35,639	24,298
		Total and average	9·65	2,678	5,965	4·85	29,760	20,970	3·34	88,010	56,522
III	Bengal-Nágpur	1st half	14·23	3,524	17,649	5·70	7,887	18,109	2·86	20,138	14,196
		2nd half	13·47	3,428	19,307	5·60	7,771	20,278	2·84	20,169	14,108
		Total and average	13·85	6,952	36,956	5·65	15,658	38,387	2·85	40,307	28,304
IV	Indian Midland	1st half	10·90	6,646	57,604	4·52	20,815	71,336	(a)2·98	(a)189,019	(a)2,20,807
		2nd half	9·91	5,986	60,845	4·18	22,891	87,879	(a)2·98	(a)171,825	(a)2,08,260
		Total and average	10·40	12,632	1,18,449	4·35	43,706	1,59,215	(a)2·98	(a)360,844	(a) 4,29,067
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total and average	Included with the Rajputana-Malwa railway.								
IX	Bezwada extension (East Coast State).	1st half 2nd half Total and average	Included with the Nizam's Guaranteed State railway.								
X	Madras-Ennúr section (Bezwada-Madras).	1st half	10·08	1,036	416	4·79	2,489	481	...	...	...
		2nd half	9·41	699	255	4·14	1,675	327	...	...	...
		Total and average	9·74	1,735	671	4·46	4,164	808	...	...	...
XI	North Western State	1st half	11·18	25,616	1,91,439	4·58	79,300	2,04,378	3·01	426,322	4,22,407
		2nd half	9·84	26,284	1,98,539	3·78	102,543	2,77,869	3·01	408,389	4,14,316
		Total and average	10·51	51,900	3,89,978	4·18	181,843	4,82,247	3·01	834,711	8,36,723
XII	Hyderabad-Shadipalli	1st half	11·18	497	602	4·58	1,894	1,005	3·01	9,380	2,986
		2nd half	Included with the North Western State railway.						...	...	...
		Total and average	11·18	497	602	4·58	1,894	1,005	3·01	9,380	2,986
XIII	Oudh and Rohilkhand State. (c)	1st half	11·42	11,296	60,404	4·87	31,819	74,350	4·00	66,682	65,881
		2nd half	10·89	10,009	51,272	4·29	36,606	85,750	3·38	178,174	1,32,615
		Total and average	11·15	21,305	1,11,676	4·58	68,425	1,60,100	3·69	244,856	1,98,496
XIV	Eastern Bengal State (d)	1st half	(e) 13·11	23,767	96,020	(e) 6·12	57,050	96,823	(e) 3·00	421,639	2,17,960
		2nd half	(e) 12·89	23,236	84,474	(e) 6·09	56,215	94,320	(e) 2·99	410,534	2,23,243
		Total and average	(e) 13·00	47,003	1,80,494	(e) 6·10	113,265	1,91,143	(e) 2·99	832,173	4,41,203
XV	Calcutta Port Commissioners'.	1st half 2nd half Total and average	Open for goods traffic only			...	...	...	...	...	...
XVI	East Coast State	1st half	17·71	2,191	13,023	9·07	13,095	17,404	4·50	912	1,335
		2nd half	17·86	2,352	12,665	8·07	13,271	15,284	4·50	1,630	2,127
		Total and average	17·78	4,543	25,688	8·57	26,366	32,688	4·50	2,542	3,462
XVIII	Great Indian Peninsula	1st half	10·97	49,214	2,30,858	4·02	377,363	3,64,585	(a)3·00	(a)154,122	(a)2,72,342
		2nd half	10·46	44,731	2,37,597	3·43	372,389	4,07,996	(a)3·00	(a)167,669	(a)3,21,092
		Total and average	10·71	93,945	4,68,455	3·72	749,752	7,72,581	(a)3·00	(a)321,791	(a)5,93,434
XIX	Bombay, Baroda and Central India.	1st half	9·82	59,262	70,282	4·54	549,610	2,28,178	2·99	187,070	3,06,675
		2nd half	9·80	63,105	63,615	4·77	576,290	1,92,881	2·99	177,321	3,13,983
		Total and average	9·81	1,22,367	1,33,897	4·65	1,125,900	4,21,059	2·99	364,391	6,20,658
XX	Madras	1st half	10·08	13,386	1,08,271	4·79	50,892	1,23,416	...	...	...
		2nd half	9·41	11,783	89,029	4·14	51,505	1,26,881	...	...	...
		Total and average	9·74	25,169	1,97,300	4·46	102,397	2,50,297	...	...	...
XXIII	Southern Punjab (Delhi-Samásata) (f)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	Included with the North Western State railway.								
		Total and average									
XXXII	The Nizam's Guaranteed State.	1st half	14·92	3,536	25,858	4·44	19,220	38,705	(a)2·50	(a)143,741	(a)74,876
		2nd half	13·81	3,009	20,244	4·31	20,131	38,377	(a)2·50	(a)134,184	(a)67,058
		Total and average	14·36	6,545	46,102	4·37	39,351	77,082	(a)2·50	(a)277,925	(a) 1,41,934
	Total standard gauge carried over	1st half	...	2,33,785	11,90,636	...	1,320,709	16,28,297	...	2,295,345	22,07,042
		2nd half	...	2,29,496	11,56,806	...	1,380,969	18,00,151	...	2,355,017	23,47,430
		Total and average	...	4,63,281	23,47,442	...	2,701,678	34,28,448	...	4,650,362	45,54,472

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1897.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		₹		₹	₹	₹	₹	₹			
2·51	8,686,069	66,59,158	9,437,445	79,29,337	9,97,523	89,26,860	192	89,26,668	1st half	I	
2·51	8,004,117	65,87,652	8,791,380	79,71,231	14,71,688	94,42,919	597	94,42,322	2nd half		
2·51	16,690,186	1,32,46,810	18,228,825	1,59,00,568	24,69,211	1,83,69,779	789	1,83,68,990	Total and average.		
2·93	794,958	2,68,343	862,991	3,13,478	22,155	3,35,633	...	3,35,633	1st half	II	
2·94	741,178	2,67,545	793,593	3,05,867	30,530	3,36,397	...	3,36,397	2nd half		
2·93	1,536,136	5,35,888	1,656,584	6,19,345	52,685	6,72,030	...	6,72,030	Total and average.		
2·00	1,098,823	6,57,017	1,130,372	7,06,971	85,280	7,92,251	...	7,92,251	1st half	III	
2·00	901,453	4,68,197	992,821	5,21,890	81,765	6,03,655	...	6,03,655	2nd half		
2·00	2,000,276	11,25,214	2,123,193	12,28,861	1,67,045	13,95,906	...	13,95,906	Total and average.		
(*b*) 2·55	(*b*) 694,714	(*b*) 6,32,600	911,194	9,82,347	1,67,724	11,50,071	...	11,50,071	1st half	IV	(*a*) Third class by mail trains.
(*b*) 2·55	(*b*) 636,096	(*b*) 6,01,259	836,798	9,58,243	2,85,050	12,43,293	...	12,43,293	2nd half		(*b*) Third class by other than mail trains.
(*b*) 2·55	(*b*) 1,330,810	(*b*) 12,33,859	1,747,992	19,40,590	4,52,774	23,93,364	...	23,93,364	Total and average.		(*c*) Including the Cawnpore-Burhwal railway (metre gauge link.)
								1,03,068	1st half	VI	(*d*) Including the metre and special gauge sections of the undertaking.
								94,474	2nd half		
								1,97,542	Total and average.		
								19,087	1st half	IX	(*e*) The average fares shown in this statement are for the standard gauge section only. The average fares on the metre gauge sections are pies 13·57, 6·43, 3·07, and 2·50 for the first, second, third or intermediate, and fourth or lowest classes, respectively, during the first-half of 1897, and pies 13·73, 5·89, 3·06, and 2·50, respectively, during the second-half of 1897.
								16,095	2nd half		
								35,182	Total and average.		
2·09	399,379	23,041	402,904	23,938	790	24,728	...	24,728	1st half	X	
2·09	263,854	15,788	266,228	16,370	593	16,963	...	16,963	2nd half		
2·09	663,233	38,829	669,132	40,308	1,383	41,691	...	41,691	Total and average.		
2·26	5,865,118	35,90,309	6,396,356	44,08,533	6,00,524	50,09,057	...	50,09,057	1st half	XI	
2·26	7,065,841	43,59,271	7,603,057	52,49,995	23,42,236	75,92,231	2,93,037	72,99,194	2nd half		
2·26	12,930,959	79,49,580	13,999,413	96,58,528	29,42,760	1,26,01,288	2,93,037	1,23,08,251	Total and average.		
2·26	121,409	25,214	133,180	29,807	2,641	32,448	...	32,448	1st half	XII	
...	...	...	...	...	...	...	...	48,364	2nd half		
2·26	121,409	25,214	133,180	29,807	2,641	32,448	...	80,812	Total and average.		
2·50	2,474,836	14,72,515	2,584,633	16,73,150	1,89,494	18,62,644	35	18,62,609	1st half	XIII	
2·50	2,260,905	12,91,893	2,485,694	15,61,530	2,56,118	18,17,648	19	18,17,629	2nd half		
2·50	4,735,741	27,64,408	5,070,327	32,34,680	4,45,612	36,80,292	54	36,80,238	Total and average.		
(*e*) 2·47	4,610,519	19,23,207	5,112,975	23,34,010	2,79,674	26,13,684	...	26,13,684	1st half	XIV	
(*e*) 2·50	4,269,851	16,61,841	4,759,836	20,63,878	2,52,992	23,16,870	...	23,16,870	2nd half		
(*e*) 2·49	8,880,370	35,85,048	9,872,811	43,97,888	5,32,666	49,30,554	...	49,30,554	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	XV	
									2nd half		
									Total and average.		
2·01	1,457,374	6,29,684	1,473,572	6,61,446	39,337	7,00,783	...	7,00,783	1st half	XVI	
2·04	1,456,254	6,64,648	1,473,507	6,94,724	40,953	7,35,677	...	7,35,677	2nd half		
2·02	2,913,628	12,94,332	2,947,079	13,56,170	80,290	14,36,460	...	14,36,460	Total and average.		
(*b*) 1·92	(*b*) 6,963,754	(*b*) 24,50,670	7,544,453	33,18,455	7,25,117	40,43,572	...	40,43,572	1st half	XVIII	
(*b*) 1·93	(*b*) 6,353,792	(*b*) 19,63,344	6,938,581	29,30,029	8,15,553	37,45,582	...	37,45,582	2nd half		
(*b*) 1·92	(*b*) 13,317,546	(*b*) 44,14,014	14,483,034	62,48,484	15,40,670	77,89,154	...	77,89,154	Total and average.		
2·28	5,758,877	13,08,196	6,554,819	19,13,331	3,30,331	22,43,662	...	22,43,662	1st half	XIX	
2·30	5,976,417	11,74,734	6,793,133	17,45,213	3,55,726	21,00,939	10	21,00,929	2nd half		
2·29	11,735,294	24,82,930	13,347,952	36,58,544	6,86,057	43,44,601	10	43,44,591	Total and average.		
2·09	5,090,606	17,55,265	5,154,884	19,86,952	3,02,743	22,89,695	...	22,89,695	1st half	XX	
2·09	4,855,581	17,07,770	4,918,869	19,23,680	3,24,143	22,47,823	...	22,47,823	2nd half		
2·09	9,946,187	34,63,035	10,073,753	39,10,632	6,26,886	45,37,518	...	45,37,518	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	XXIII	(*f*) Opened for traffic on the 10th November 1897.
								41,578	2nd half		
								41,578	Total and average.		
(*b*) 2·00	(*b*) 514,582	(*b*) 2,68,727	681,079	4,08,166	59,616	4,67,782	19,088	4,48,694	1st half	XXXII	
(*b*) 2·00	(*b*) 454,664	(*b*) 2,37,350	611,988	3,63,029	50,651	4,13,680	16,095	3,97,585	2nd half		
(*b*) 2·00	(*b*) 969,246	(*b*) 5,06,077	1,293,067	7,71,195	1,10,267	8,81,462	35,183	8,46,279	Total and average.		
...	44,531,018	2,16,63,946	48,380,857	2,66,89,921	38,02,949	3,04,92,870	19,315	3,05,95,710	1st half		
...	43,300,003	2,10,01,292	47,265,485	2,63,05,679	63,07,998	3,26,13,677	3,09,758	3,25,04,430	2nd half		
...	87,831,021	4,26,65,238	95,646,342	5,29,95,600	1,01,10,947	6,31,06,547	3,29,073	6,31,00,140	Total and average.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1897. [From Abstract H of

PASSEN

Classification Number.	Railway.	1897.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Standard gauge—*concld.*		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward Standard gauge.	1st half	...	233,785	11,90,636	...	1,320,709	16,28,297	...	2,295,345	22,07,042
		2nd half	...	229,496	11,56,806	...	1,380,969	18,00,151	...	2,355,017	23,47,430
		Total and average.	...	463,281	23,47,442	...	2,701,678	34,28,448	...	4,650,362	45,54,472
XXXIII	Nágdá-Ujjain	1st half	9·82	93	174	4·54	296	393	2·99	304	161
		2nd half	9·80	43	115	4·77	286	339	2·99	180	84
		Total and average	9·81	136	289	4·65	582	732	2·99	48	245
XXXIV	The Gaekwar's Petlád	1st half	9·82	79	37	4·54	1,091	409	...	...	...
		2nd half	9·80	74	71	4·77	1,084	416	...	...	...
		Total and average	9·81	153	108	4·65	2,175	825	...	...	...
XXXV	Kolar Gold-fields	1st half	10·08	1,637	662	4·79	7,762	1,388	...	...	...
		2nd half	9·41	1,782	702	4·14	7,376	1,434	...	...	...
		Total and average	9·74	3,419	1,364	4·46	15,138	2,822	...	...	...
XXXVI	Rájpura-Bhátinda	1st half	11·18	2,453	5,043	4·58	3,732	3,691	3·01	20,559	8,154
		2nd half	Included	with the N	orth-Weste	rn State	e railway.	...	...	...	...
		Total and average.	11·18	2,453	5,043	4·58	3,732	3,691	3·01	20,559	8,154
XXXVII	Jammu and Kashmir (native state section).	1st half	Included with the North-Western State railway.								
		2nd half									
		Total and average									
	Total standard gauge	1st half	...	238,047	11,96,552	...	1,333,590	16,34,178	...	2,316,208	22,15,357
		2nd half	...	231,395	11,57,694	...	1,389,715	18,02,340	...	2,355,197	23,47,514
		Total and average	...	469,442	23,54,246	...	2,723,305	34,36,518	...	4,671,405	45,62,871
	Metre gauge.										
XXXIX	Bengal and North-Western— Tirhoot section	1st half	20·97	9,108	29,110	9·89	11,713	20,461	4·80	37,750	21,663
	Company's section	2nd half	21·52	8,770	25,232	10·14	13,635	21,845	4·92	30,627	21,326
		Total and average	21·24	17,878	54,342	10·01	25,348	42,306	4·86	68,377	42,989
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	1st half	26·46	1,074	5,330	9·47	3,393	6,543	4·00	4,938	3,946
		2nd half	27·98	918	4,538	11·00	2,796	5,804	4·00	4,700	3,807
		Total and average	27·22	1,992	9,868	10·23	6,189	12,347	4·00	9,638	7,753
XLI	Rajputana-Malwa	1st half	13·54	9,393	67,648	5·80	39,841	98,311	2·99	105,532	1,15,563
		2nd half	12·77	8,683	55,225	5·39	41,829	1,11,672	2·99	112,932	1,25,742
		Total and average	13·15	18,076	1,22,873	5·60	81,670	2,09,983	2·99	218,464	2,41,305
XLII	Pálanpur-Deesa	1st half	13·54	326	323	5·80	2,181	602	...	...	...
		2nd half	12·77	264	261	5·39	766	242	...	...	...
		Total and average	13·15	590	584	5·60	2,947	844	...	...	...
XLIII	Southern Mahratta	1st half	11·47	10,193	51,600	5·17	28,682	71,904	...	...	...
		2nd half	11·27	8,724	48,114	4·61	26,010	59,617	...	...	...
		Total and average	11·37	18,917	99,714	4·89	54,692	1,31,521	...	...	...
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average									
XLV	Mysore section (Southern Mahratta).	1st half									
		2nd half									
		Total and average									
	Total metre gauge carried over	1st half	...	30,094	1,54,011	...	85,810	1,97,821	...	148,220	1,41,172
		2nd half	...	27,359	1,33,370	...	85,036	1,99,180	...	148,259	1,50,875
		Total and average.	...	57,453	2,87,381	...	170,846	3,97,001	...	296,479	2,92,047

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1897.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		₹		₹	₹	₹	₹	₹			
...	44,531,018	2,16,63,946	48,380,857	2,66,89,921	38,02,949	3,04,92,870	19,315	3,05,95,710	1st half		
...	43,300,003	2,10,01,292	47,265,485	2,63,05,679	63,07,998	3,26,13,677	3,09,758	3,25,04,430	2nd half		
...	87,831,021	4,26,65,238	95,646,342	5,29,95,600	1,01,10,947	6,31,06,547	3,29,073	6,31,00,140	Total and average.		
2·28	55,914	17,566	56,607	18,29	1,273	19,567	...	19,567	1st half	XXXIII	
2·30	47,849	14,387	48,358	14,925	930	15,855	...	15,855	2nd half		
2·29	103,763	31,953	104,965	33,219	2,203	35,422	...	35,422	Total and average.		
2·28	95,903	16,439	97,073	16,885	1,023	17,908	...	17,908	1st half	XXXIV	
2·30	78,927	13,584	80,085	14,071	1,010	15,081	...	15,081	2nd half		
2·29	174,830	30,023	177,158	30,956	2,033	32,989	...	32,989	Total and average		
2·09	324,501	23,156	333,900	25,206	1,177	26,383	...	26,383	1st half	XXXV	
2·09	325,605	23,647	334,763	25,783	1,383	27,166	...	27,166	2nd half		
2·09	650,106	46,803	668,663	50,989	2,560	53,549	...	53,549	Total and average.		
2·26	459,909	1,65,786	486,653	1,82,674	13,078	1,95,752	...	1,95,752	1st half	XXXVI	
...	...	...	...	...	...	...	...	1,82,085	2nd half		
2·26	459,909	1,65,786	486,653	1,82,674	13,078	1,95,752	...	3,77,837	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	XXXVII	
								20,595	2nd half		
...	...	...	...	...	...	...	...	20,595	Total and average		
...	45,467,245	2,18,86,893	49,355,090	2,69,32,980	38,19,500	3,07,52,480	19,315	3,08,55,320			
...	43,752,384	2,10,52,910	47,728,691	2,63,60,458	63,11,321	3,26,71,779	3,09,758	3,27,65,212			
...	89,219,629	4,29,39,803	97,083,781	5,32,93,438	1,01,30,821	6,34,24,259	3,29,073	6,36,20,532			
2·00	2,951,552	10,45,739	3,010,123	11,16,973	79,439	11,96,412	19	11,96,393	1st half	XXXIX	
2·00	2,824,480	9,98,688	2,877,512	10,67,091	73,263	11,40,354	...	11,40,354	2nd half		
2·00	5,776,032	20,44,427	5,887,635	21,84,064	1,52,702	23,36,766	19	23,36,747	Total and average.		
2·19	421,355	1,47,752	430,760	1,63,571	15,974	1,79,545	81	1,79,464	1st half	XL	
2·22	367,783	1,19,871	376,197	1,34,020	12,500	1,46,520	3	1,46,517	2nd half		
2·20	7,89,138	2,67,623	806,957	2,97,591	28,474	3,26,065	84	3,25,981	Total and average.		
2·00	4,808,522	24,58,473	4,963,288	27,39,995	3,25,941	30,65,936	1,03,091	29,62,845	1st half	XLI	
2·01	4,695,421	23,92,885	4,858,865	26,85,524	5,80,316	32,65,840	94,477	31,71,363	2nd half		
2·01	9,503,943	48,51,358	9,822,153	54,25,519	9,06,257	63,31,776	1,97,568	61,34,208	Total and average.		
2·00	37,513	6,219	40,020	7,144	1,184	8,328	...	8,328	1st half	XLII	
2·01	22,847	4,065	23,877	4,568	1,261	5,829	...	5,829	2nd half		
2·01	60,360	10,284	63,897	11,712	2,445	14,157	...	14,157	Total and average.		
2·00	3,433,196	13,61,511	3,472,071	14,85,015	1,71,335	16,56,350	5,88,393	10,67,957	1st half	XLIII	
2·00	2,913,692	11,19,516	2,948,426	12,27,247	1,73,462	14,00,709	5,60,327	8,40,382	2nd half		
2·00	6,346,888	24,81,027	6,420,497	27,12,262	3,44,797	30,57,059	11,48,720	19,08,339	Total and average.		
								1,09,484	1st half	XLIV	
								1,09,010	2nd half		
								2,18,494	Total and average.		
								3,78,031	1st half	XLV	
								3,65,488	2nd half		
								7,43,519	Total and average.		
...	11,652,138	50,19,694	11,916,262	55,12,698	5,93,873	61,06,571	6,91,584	59,02,502	1st half		
...	10,824,223	46,35,025	11,084,877	51,18,450	8,40,802	59,59,252	6,54,807	57,78,943	2nd half		
...	22,476,361	96,54,719	23,001,139	1,06,31,148	14,34,675	1,20,65,823	13,46,391	1,16,81,445	Total and average		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1897. [From Abstract H of

PASSEN

Classification Number.	Railway.	1897.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Metre gauge—*contd.*		Pies.		£	Pies.		£	Pies.		£
	Brought forward Metre gauge.	1st half	...	30,094	1,54,011	...	85,810	1,97,821	...	148,220	1,41,172
		2nd half	...	27,359	1,33,370	...	85,036	1,99,180	...	148,259	1,50,875
		Total and average	...	57,453	2,87,381	...	170,846	3,97,001	...	296,479	2,92,047
XLVI	South Indian . .	1st half	11·72	12,501	41,268	3·89	111,862	95,633	...	...	...
		2nd half	11·95	9,213	30,961	5·41	67,550	80,400	...	...	...
		Total and average	11·83	21,714	72,229	4·65	179,412	1,76,033	...	...	...
XLVII	Máyavaram-Mutupet	1st half	11·72	208	255	3·89	5,484	1,968	...	...	...
		2nd half	11·95	110	128	5·41	2,963	1,552	...	...	...
		Total and average	11·83	318	383	4·65	8,447	3,520	...	...	...
XLVIII	Assam-Bengal . .	1st half	16·27	1,560	8,543	8·18	3,100	6,051	...	...	...
		2nd half	15·24	1,190	6,447	7·98	2,593	5,572	...	...	...
		Total and average	15·75	2,750	14,990	8·08	5,693	11,623	...	...	...
XLIX	Burma . . .	1st half	13·69	11,482	53,681	5·65	141,855	1,09,240	...	...	...
		2nd half	13·91	13,102	44,662	5·43	146,334	1,10,151	3·34	36,101	1,21,260
		Total and average	13·80	24,584	98,343	5·54	288,189	2,19,391	3·34	36,101	1,21,260
LIII	Deoghur . .	1st half	Details not furnished					...	...	...	...
		2nd half									
		Total and average	...	...	...	...	...	...	...	...	...
LIV	Rohilkund and Kumaon (Company's section).	1st half	26·46	1,209	11,151	9·47	4,635	21,853	...	...	...
		2nd half	27·98	1,342	12,387	11·00	4,935	23,000	...	...	...
		Total and average	27·22	2,551	23,538	10·23	9,570	44,853	...	...	...
LV	Bengal Dooars .	1st half	*36·00	261	806	*21·00	697	1,178	*6·00	634	369
		2nd half	*36·00	314	920	*21·00	782	1,277	*6·00	606	385
		Total and average	*36·00	575	1,726	*21·00	1,479	2,455	*6·00	1,240	754
LVI	Dibru-Sadiya . .	1st half	*18·00	1,863	4,482	*9·00	1,192	1,714	...	...	...
		2nd half	*18·00	1,948	4,709	*9·00	1,129	1,508	...	...	...
		Total and average	*18·00	3,811	9,191	*9·00	2,321	3,222	...	...	...
LVII	Ledo and Tikak-Margherita Colliery .	1st half	Open for goods traffic only.					...	...	...	...
		2nd half									
		Total and average	...	...	...	...	...	...	...	...	...
LVIII	Ahmedabad-Parántij (*a*)	1st half	13·54	28	49	5·80	213	143	...	...	...
		2nd half	12·77	114	208	5·39	1,009	927	...	...	...
		Total and average	13·15	142	257	5·60	1,222	1,070	...	...	...
LXIII	The Gaekwar's Mehsána.	1st half	13·54	483	869	5·80	2,162	1,931	...	...	...
		2nd half	12·77	155	312	5·39	1,803	1,633	...	...	...
		Total and average	13·15	638	1,181	5·60	3,965	3,564	...	...	...
LXIV	Kolhápur . .	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average									
LXV	Yesvantpur-Mysore frontier .	1st half									
		2nd half									
		Total and average									
LXVI	Mysore-Nanjangúd .	1st half									
		2nd half									
		Total and average									
LXIX	Jodhpore-Bickaneer—Jodhpore section .	1st half	18·00	569	4,071	6·00	2,919	6,942	...	...	...
		2nd half	18·00	509	3,665	6·00	3,328	7,647	...	...	...
		Total and average	18·00	1,078	7,736	6·00	6,247	14,589	...	...	...
	Total Metre gauge carried over . .	1st half	...	60,258	2,79,186	...	359,929	4,44,474	...	148,854	1,41,541
		2nd half (*b*)	...	55,356	2,37,769	...	317,462	4,32,847	...	184,966	2,72,520
		Total and average	...	115,614	5,16,955	...	677,391	8,77,321	...	333,820	4,14,061

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

GERS.											
FOURTH OR LOWEST CLASS.			TOTAL.		Miscellaneous, including parcel, luggage, etc	TOTAL.	Deductions.	NET TOTAL.	1897.	Classification Number.	REMARKS.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		£		£	£	£	£	£			
...	11,652,138	50,19,694	11,916,262	55,12,698	5,93,873	61,06,571	6,91,584	59,02,502	1st half		
...	10,824,223	46,35,025	11,084,877	51,18,450	8,40,802	59,59,252	6,54,807	57,78,943	2nd half		
...	22,476,361	96,54,719	23,001,139	1,06,31,148	14,34,675	1,20,65,823	13,46,391	1,16,81,445	Total and average.		
2·00	6,449,954	23,32,476	6,574,317	24,69,377	1,22,741	25,92,118	42	25,92,076	1st half	XLVI	
2·00	6,175,285	21,35,096	6,252,048	22,46,457	1,23,432	23,69,889	...	23,69,889	2nd half		
2·00	12,625,239	44,67,572	12,826,365	47,15,834	2,46,173	49,62,007	42	49,61,965	Total and average.		
2·00	568,898	93,161	574,590	95,384	1,819	97,203	...	97,203	1st half	XLVII	
2·00	568,895	93,486	571,968	95,166	1,964	97,130	...	97,130	2nd half		
2·00	1,137,793	1,86,647	1,146,558	1,90,550	3,783	1,94,333	...	1,94,333	Total and average.		
3·00	501,696	2,58,811	506,356	2,73,405	17,151	2,90,556	...	2,90,556	1st half	XLVIII	
3·00	436,473	2,21,465	440,256	2,33,484	15,803	2,49,287	...	2,49,287	2nd half		
3·00	938,169	4,80,276	946,612	5,06,889	32,954	5,39,843	...	5,39,843	Total and average.		
2·89	4,553,765	21,77,069	4,707,102	23,39,990	92,997	24,32,987	...	24,32,987	1st half	XLIX	
2·86	4,171,726	15,64,499	4,367,263	18,40,572	94,672	19,35,244	...	19,35,244	2nd half		
2·87	8,725,491	37,41,568	9,074,365	41,80,562	1,87,669	43,68,231	...	43,68,231	Total and average.		
...	...	...	...	...	...	25,981	...	25,981	1st half 2nd half	LIII	
						25,981	...	25,981	Total and average.		
2·19	82,307	48,307	88,151	81,311	21,677	1,02,988	...	1,02,988	1st half	LIV	
2·22	78,726	46,955	85,003	82,342	31,150	1,13,492	17	1,13,475	2nd half		
2·20	161,033	95,262	173,154	1,63,653	52,827	2,16,480	17	2,16,463	Total and average.		
*3·00	67,528	17,537	69,120	19,890	3,429	23,319	...	23,319	1st half	LV	* Actual single journey fare.
*3·00	62,254	16,093	63,956	18,680	4,113	22,793	...	22,793	2nd half		
*3·00	129,782	33,635	133,076	38,570	7,542	46,112	...	46,112	Total and average.		
*4·00	123,695	56,890	126,750	63,086	10,153	73,239	...	73,239	1st half	LVI	
*4·00	108,142	45,366	111,219	51,583	10,605	62,188	...	62,188	2nd half		
*4·00	231,837	1,02,256	237,969	1,14,669	20,758	1,35,427	...	1,35,427	Total and average.		
...	...	...	...	...	...	...	...	...	1st half 2nd half	LVII	
...	...	...	...	...	...	...	...	...	Total and average.		
2·00	28,123	6,849	28,364	7,041	282	7,323	...	7,323	1st half	LVIII	(a) Opened for traffic on the 1st May 1897.
2·01	104,714	28,580	105,837	29,715	1,334	31,049	...	31,049	2nd half		
2·01	132,837	35,429	134,201	30,750	1,616	38,372	...	38,372	Total and average.		
2·00	269,919	65,573	272,564	68,373	5,687	74,060	2	74,058	1st half	LXIII	
2·01	250,925	60,022	252,883	61,967	4,222	66,189	...	66,189	2nd half		
2·01	520,844	1,25,595	525,447	1,30,340	9,909	1,40,249	2	1,40,247	Total and average		
								29,181	1st half	LXIV	
								16,352	2nd half		
								45,533	Total and average.		
								58,398	1st half	LXV	
								53,423	2nd half		
								1,11,821	Total and average.		
								13,300	1st half	LXVI	
								16,054	2nd half		
								29,354	Total and average.		
2·00	345,959	2,05,713	349,447	2,16,726	21,307	2,38,033	...	2,38,033	1st half	LXIX	
2·00	328,848	1,95,573	332,685	2,06,885	36,984	2,43,869	...	2,43,869	2nd half		
2·00	674,807	4,01,286	682,132	4,23,611	58,291	4,81,902	...	4,81,902	Total and average.		
...	24,643,082	1,02,82,080	25,213,023	1,11,47,281	8,91,116	1,20,38,397	6,91,628	1,19,35,163	1st half		
...	23,110,211	90,42,165	23,667,995	99,85,301	11,65,081	1,11,50,382	6,54,824	1,10,55,885	2nd half		(b) Including the Deoghur railway, for which yearly figures are shown.
...	47,754,193	1,93,24,245	48,881,018	2,11,32,582	20,56,197	2,32,14,760	13,46,452	2,30,17,029	(a) Total and average.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1897. From Abstract H of

PASSEN

Classification Number.	Railway.	1897.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Metre gauge—*concld.*		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward Metre gauge	1st half	...	60,253	2,79,186	...	359,929	4,44,474	...	148,854	1,41,541
		2nd half	...	55,356	2,37,769	...	317,462	4,32,847	...	184,906	2,72,520
		(*a*) Total and average.	...	115,614	5,16,955	...	677,391	8,77,321	...	333,820	4,14,061
LXIX	Jodhpore-Bickaneer—										
	Bickaneer section	1st half	18·00	144	502	6·00	391	487	...	...	...
		2nd half	18·00	113	435	6·00	567	782	...	...	...
		Total and average.	18·00	257	937	6·00	958	1,269	...	...	...
LXX	Oodeypore-Chitor	1st half	13·54	192	760	5·80	671	1,421	...	...	...
		2nd half	12·77	147	812	5·39	800	1,673	...	...	...
		Total and average	13·15	339	1,572	5·60	1,471	3,094	...	...	...
LXXI	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	11·07	2,386	7,541	5·47	20,916	29,097	...	...	...
		2nd half	11·10	2,212	6,813	5·43	18,702	24,240	...	...	...
		Total and average.	11·08	4,598	14,354	5·45	39,618	53,337	...	...	...
LXXII	Jetalsar-Rájkot	1st half	11·07	1,072	2,157	5·47	6,747	5,551	...	...	...
		2nd half	11·10	1,264	2,473	5·43	7,061	5,960	...	...	...
		Total and average.	11·08	2,336	4,630	5·45	13,808	11,511	...	...	...
LXXIII	Jámnagar (*b*)	1st half	Detailed information not furnished.			...	...	...	...	...	...
		2nd half	11·10	253	646	5·43	2,937	3,839	...	...	...
		Total and average.	11·10	253	640	5·43	2,937	3,839	...	...	...
	Total Metre gauge	1st half	...	64,052	2,90,146	...	3,88,654	4,81,030	...	148,854	1,41,541
		2nd half	...	59,345	2,48,948	...	3,47,529	4,69,341	...	184,966	2,72,520
		(*a*) Total and average.	...	123,397	5,39,094	...	7,36,183	9,50,371	...	333,820	4,14,061
	Special gauges.										
	Cherra-Companyganj (2′ 6″).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXX	Jorhát (2′ 0″)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXXI	Darjeeling-Himalayan (2′ 0″).	1st half	*72·00	2,562	30,960	*36·00	5,533	34,380	...	...	...
		2nd half	*72·00	2,285	27,701	*36·00	6,159	39,163	...	...	...
		Total and average.	*72·00	4,847	58,661	*36·00	11,692	73,543	...	...	...
LXXXII	Bársi Light (2′ 6″) (*c*)	1st half	...	...	...	*d**12·00	(*d*)319	(*d*)423	...	...	...
		2nd half	...	...	...	*d**12·00	(*d*)473	(*a*)591	...	...	...
		Total and average.	...	...	...	*d**12·00	(*d*)792	(*d*)1,014	...	...	...
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	...	...	(*d*)*9·00	(*d*)3,075	(*d*)2,852	...	...	...
		2nd half	...	...	...	(*d*)*9·00	(*d*)2,537	(*d*)2,122	...	...	...
		Total and average.	...	...	...	(*d*)*9·00	(*d*)5,612	(*d*)4,974	...	...	...
LXXXIV	Rajpipla (2′ 6″) (*f*)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	(*d*)*9·00	(*d*)220	(*d*)101	...	...	...
		Total and average.	...	...	...	(*d*)*9·00	(*d*)220	(*a*)101	...	...	...
LXXXVI	Cooch Behar (2′ 6″)	1st half	*24·00	137	314	*12·00	343	388	*6·00	1,034	513
		2nd half	*24·00	146	295	*12·00	415	470	*6·00	996	498
		Total and average.	*24·00	283	609	*12·00	758	858	*6·00	2,030	1,011
LXXXVII	Morvi (2′ 6″)	1st half	*12·00	903	3,639	*6·00	4,190	8,208	...	...	...
		2nd half	*12·00	869	3,894	*6·00	4,519	9,507	...	...	...
		Total and average.	*12·00	1,772	7,533	*6·00	8,709	17,715	...	...	...
	Total special gauges	1st half	...	3,602	34,913	...	13,460	46,251	...	1,034	513
		2nd half	...	3,300	31,890	...	14,323	51,954	...	996	498
		Total and average.	...	6,902	66,803	...	27,783	98,205	...	2,030	1,011
	Total of all gauges for the year.		...	...	599,741	29,60,143	...	3,487,271	44,85,094	...	5,007,255	49,77,943

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

GERS.											
Fourth or Lowest Class.		Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		£		£	£	£	£	£			
...	24,643,982	1,02,82,080	25,213,023	1,11,47,281	8,91,116	1,20,38,397	6,91,628	1,13,35,163	1st half		
...	23,110,211	90,42,165	23,667,995	99,85,301	11,05,081	1,11,50,382	6,54,824	1,10,55,885	2nd half (a)		(a) Including the Deegnur railway, for which yearly figures are shown.
....	47,754,193	1,93,24,245	48,881,018	2,11,32,582	20,56,197	2,32,14,760	13,46,452	2,30,17,029	Total and average.		
2·00	41,781	15,262	42,316	16,251	2,366	18,617	...	18,617	1st half	LXIX	
2·00	44,523	16,443	45,203	17,660	2,585	20,245	...	20,245	2nd half		
2·00	86,304	31,705	87,519	33,911	4,951	38,862	..	38,862	Total and average.		
2·00	86,945	37,302	87,808	39,483	3,537	43,020	...	43,020	1st half	LXX	
2·01	92,817	39,056	93,764	42,141	3,105	45,246	171	45,075	2nd half		
2·01	179,762	76,958	181,572	81,624	6,642	88,206	171	88,095	Total and average.		
2·75	760,384	3,84,951	783,686	4,21,589	27,338	4,48,927	363	4,48,564	1st half	LXXI	
2·75	716,092	3,45,170	737,006	3,76,223	26,936	4,03,159	...	4,03,159	2nd half		
2·75	1,476,476	7,30,121	1,520,692	7,97,812	54,274	8,52,086	363	8,51,723	Total and average.		
2·75	150,464	58,137	158,283	65,845	5,665	71,510	...	71,510	1st half	LXXII	(b) Opened for traffic on the 8th April 1897.
2·75	153,029	60,454	161,954	68,887	7,467	76,354	...	76,354	2nd half		
2·75	304,093	1,18,591	320,237	1,34,732	13,132	1,47,864	...	1,47,864	Total and average.		
... 5	...	...	...	...	...	22,156	...	22,156	1st half	LXXIII	
2·75	73,242	37,311	76,432	41,796	3,282	45,078	...	45,078	2nd half		
2·75	73,242	37,311	76,432	41,796	3,282	67,234	...	67,234	Total and average.		
...	25,683,556	1,07,77,732	26,285,116	1,16,90,449	9,30,022	1,26,42,627	6,91,99	1,25,39,030	1st half		
...	24,190,514	95,41,199	24,782,354	1,05,32,008	12,08,456	1,27,40,464	6,51,00	1,16,45,796	2nd half (a)		
...	40,874,070	2,03,18,031	51,067,470	2,22,22,457	21,38,478	2,44,09,072	13,40,900	2,42,10,807	Total and average.		
...	...	...	...	...	...	1,150	...	1,150	1st half		
...	...	...	...	...	...	47	...	47	2nd half		
...	...	...			...	1,197	...	1,197	Total and average		
...	...	...	...	...	...	6,106	...	6,106	1st half	LXXX	
...	...	...	...	...	...	4,313	...	4,313	2nd half		
...	...	...			...	10,419	...	10,419	Total and average.		
*15·00	21,593	41,973	29,688	1,07,313	29,376	1,36,689	...	1,36,689	1st half	LXXXI	
*15·00	23,768	50,580	32,212	1,17,444	36,205	1,53,649	...	1,53,649	2nd half		
*15·00	45,361	92,553	61,900	2,24,757	65,581	2,90,338	...	2,90,338	Total and average.		*Actual single journey fare.
(e)*3·00	(e) 23,104	(e) 6,765	23,423	7,188	636	7,82	...	7,824	1st half	LXXXII	(c) Opened for traffic on the 1st March 1897.
(e)*3·00	(e) 34,134	(e) 10,178	34,607	10,769	1,347	12,116	...	12,116	2nd half		
(e)*3·00	(e) 57,238	(e) 16,943	58,030	17,957	1,983	19,940	...	19,940	Total and average.		
(e)*3·00	(e)173,781	(e) 50,510	176,856	53,362	3,011	56,373	...	56,373	1st half	LXXXIII	(d) Upper class. (e) Lower class.
(e)*3·00	(e)195,979	(e) 50,883	202,516	53,005	2,409	55,414	...	55,414	2nd half		
(e)*3·00	(e)373,760	(e) 1,01,393	379,372	1,06,367	,420	1,11,787	...	1,11,787	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	LXXXIV	(f) Opened for traffic on the 1st July 1897.
(e)*3·00	(e) 16,069	(e) 3,382	16,280	3,483	95	3,578	...	3,578	2nd half		
(e)*3·00	(e) 16,069	(e) 3,382	16,289	3,483	95	3,578	...	3,578	Total and average.		
*4·00	34,912	11,329	36,476	12,544	2,946	15,490	...	15,490	1st half	LXXXVI	
*4·00	24,459	7,275	26,016	8,538	—786	7,752	...	7,752	2nd half		
*4·00	59,421	18,604	62,492	21,083	2,160	23,242	...	23,242	Total and average.		
*3·00	138,005	92,041	143,098	1,03,888	12,061	1,15,949	...	1,15,949	1st half	LXXXVII	
*3·00	162,530	1,08,350	167,918	1,21,751	12,324	1,34,075	...	1,34,075	2nd half		
*3·00	300,535	2,00,391	311,016	2,25,639	24,385	2,50,024	...	2,50,024	Total and average.		
...	391,445	2,02,618	409,541	2,84,295	48,030	3,39,581	...	3,39,581			
...	460,939	2,30,648	479,558	3,14,990	51,594	3,70,944	...	3,70,944			
...	852,384	4,33,266	889,099	5 99,285	99,624	7,10,525	...	7,10,525			
...	139,946,083	6,36,92,000	149,040,350	7,61,15,680	1,23,68,923	8,85,43,856	16,76,059	8,85,41,864			

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1897. [From Abstract I of

Classification Number.	Railway.	1897.	General merchandise.		Military stores.		Railway materials for construction and revenue stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				₹		₹		₹
I	Standard gauge. East Indian .	1st half	511,187,292	1,57,24,700	1,270,803	1,10,923	26,425,964	2,93,317
		2nd half	384,253,873	1,26,87,173	3,311,584	3,10,424	34,212,903	3,61,472
		Total .	895,441,165	2,84,11,873	4,582,387	4,30,347	60,638,867	6,54,789
II	Bengal Central .	1st half	2,393,310	96,219	106	66	315,597	3,976
		2nd half	6,700,675	2,49,187	115	83	703,881	8,982
		Total .	9,093,985	3,45,406	221	149	1,015,478	12,958
III	Bengal-Nágpur .	1st half	63,967,119	21,83,526	44,404	3,830	3,552,167	58,940
		2nd half	39,181,151	14,17,072	56,724	5,169	2,591,608	43,124
		Total .	103,148,270	36,01,498	101,128	8,999	6,143,775	1,02,064
IV	Indian Midland .	1st half	53,595,876	20,19,319	176,903	8,448	6,301,450	80,735
		2nd half	40,367,450	15,63,054	458,264	32,901	3,536,793	49,738
		Total .	93,963,326	35,82,373	635,167	41,349	9,838,243	1,30,473
VI	Godhra-Rutlam-Nágdá .	1st half	Included with the Rajputana-Malwa railway					
		2nd half						
		Total .						
IX	Bezwada extension (East Coast State.)	1st half	Included with the Nizam's Guaranteed State railway				...	...
		2nd half					...	...
		Total .						
X	Madras-Ennúr section (Bezwada-Madras.)	1st half	184,530	9,282	...	...	24,086	376
		2nd half	206,851	11,606	...	...	16,691	414
		Total .	391,381	20,888	...	...	40,777	790
XI	North Western State .	1st half	248,388,147	80,77,784	2,093,881	1,84,275	40,141,808	5,64,154
		2nd half	213,488,073	77,35,350	17,466,161	11,83,788	43,674,763	5,95,404
		Total .	461,870,220	1,58,13,134	19,560,042	13,68,063	83,816,571	11,59,558
XII	Hyderabad-Shadipalli .	1st half	1,306,594	61,480	512	51	184,791	2,983
		2nd half	Included with the North-Western State railway					
		Total	1,306,594	61,480	512	51	184,791	2,983
XIII	Oudh and Rohilkhand State(a).	1st half	69,038,472	21,79,434	219,183	18,073	6,775,885	1,01,555
		2nd half	49,796,353	16,21,462	518,265	38,311	5,274,525	79,889
		Total .	118,834,825	38,00,896	737,448	56,384	12,050,410	1,81,444
XIV	Eastern Bengal State(b)	1st half	60,563,111	26,42,662	11,400	1,071	11,473,313	1,46,404
		2nd half	105,747,134	56,71,349	9,637	1,019	6,076,775	77,542
		Total .	166,310,245	83,14,011	21,037	2,090	17,550,088	2,23,946
XV	Calcutta Port Commissioners'.	1st half	Details not furnished.		...	...	...	...
		2nd half						
		Total .	...	...	...	..	...	...
XVI	East Coast State .	1st half	17,823,206	4,29,275	806	79	4,378,679	55,440
		2nd half	18,316,108	4,99,940	756	171	5,122,737	65,234
		Total .	36,139,314	9,29,215	1,562	250	9,501,416	1,20,674
XVIII	Great Indian Peninsula .	1st half	208,201,145	1,04,62,362	781,247	74,066	20,754,603	2,57,494
		2nd half	165,805,421	78,33,076	933,040	80,223	17,579,025	2,02,690
		Total .	374,006,566	1,82,95,438	1,714,287	1,54,289	38,333,628	4,60,184
XIX	Bombay, Baroda and Central India.	1st half	110,891,871	52,76,743	126,029	13,673	9,689,989	1,66,001
		2nd half	66,793,675	32,76,561	100,557	11,225	9,650,359	1,34,142
		Total	177,685,546	85,53,304	226,586	24,898	19,340,348	3,00,143
XX	Madras . .	1st half	65,738,805	30,28,042	246,659	44,819	2,486,595	53,437
		2nd half	62,142,492	29,10,464	244,414	35,235	1,983,211	42,389
		Total .	127,881,297	59,38,506	491,073	80,054	4,469,806	95,820
XXIII	Southern Punjab (Delhi-Samásata) (c).	1st half	Included with the North-Western State railway					
		nd half						
		Total .	...	...	...	...	...	...
XXXII	The Nizam's Guaranteed State.	1st half	12,441,433	6,63,947	50,103	7,292	1,140,786	24,215
		2nd half	14,681,116	7,46,103	38,922	4,062	1,722,014	29,396
		Total .	27,122,549	14,10,050	89,025	11,354	2,862,800	53,611
XXXIII	Nágdá-Ujjain .	1st half	797,645	46,578	...	...	10,310	146
		2nd half	369,694	21,269	...	...	834	12
		Total .	1,167,339	67,847	...	...	11,144	158
XXXIV	The Gaekwar's Petlád .	1st half	190,823	15,953	...	...	66	1
		2nd half	117,742	14,094	...	...	203	3
		Total	308,565	30,047	...	...	269	4
	Total standard gauge carried over.	1st half	1,426,709,379	5,29,17,306	5,022,036	4,75,666	133,652,089	18,09,174
		2nd half	1,167,967,808	4,62,58,660	23,138,439	17,02,611	132,146,322	16,90,431
		Total .	2,594,677,187	9,91,75,906	28,160,475	21,78,277	265,798,411	34,99,605

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Coal. Ton-miles.	Coal. Earnings.	Miscellaneous.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
	R	R	R	R	R			
318,309,302	55,76,916	1,19,464	2,18,34,320	4,694	2,18,29,626	1st half	I	
349,099,644	59,22,393	2,15,805	1,94,97,267	6,146	1,94,91,121	2nd half		
667,408.946	1,14,99,309	3,35,269	4,13,31,587	10,840	4,13,20,747	Total		
573,943	12,198	1,640	1,14,099	...	1,14,099	1st half	II	(a) Including the Cawnpore-Burhwal railway (metre gauge link.)
631,399	11,384	2,455	2,72,091	..	2,72,091	2nd half		
1,205.342	23,582	4.095	3,86,190	...	3,86,190	Total		
14,357,349	2,48,560	6,714	25,01,570	21	25,01,549	1st half	III	
16,070,282	2.56,00	8,011	17,31,178	...	17,31,178	2nd half		
30,427,631	5,05,462	14,725	42,32,748	21	42,32,727	Total		
5,922,421	76,570	10,145	21,95,217	...	21,95,217	1st half	IV	
4,536,659	58,752	15,076	17,19,521	...	17,19,521	2nd half		
10,459,080	1,35,322	25,221	39,14,738	...	39,14,738	Total		
					5,64,916	1st half	VI	
					3,20,716	2nd half		
					8,85,632	Total		
					63,645	1st half	IX	
					67,159	2nd half		
					1,30,804	Total		
46	2	30	9,690	...	9,690	1st half	X	
70	4	191	12,215	...	12,215	2nd half		
116	6	221	21,905	...	21,905	Total		
8,612,209	1,36,038	1,54,242	91,16,493	...	91,16,493	1st half	XI	
20,123,650	3,01,622	8,59,844	1,06,76,008	2,34,790	1,04,41,218	2nd half		
28,735,859	4,37,060	10,14,086	1,97,92,501	2,34,790	1,95,57,711	Total		
437	12	406	64,932	...	64,932	1st half	XII	
...	...	...	...	...	55,246	2nd half		
437	12	406	64,932		1,20,178	Total		
7,174,278	1,01,315	17,376	24,17,753	6	24,17,747	1st half	XIII	
5,492,092	78,702	30,460	18,48,824	163	18,48,661	2nd half		
12,666,370	1,80,017	47,836	42,66,577	169	42,66,408	Total		
7,967,421	1,34,351	28,446	29,52,934	414	29,52,520	1st half	XIV	(b) Including the metre and special gauge sections of the undertaking.
5,762,978	1,09,535	58,557	59,18,002	2	59,18,000	2nd half		
13,730,399	2,43,886	87,003	88,70,936	416	88,70,520	Total		
...	...	...	1,75,813	...	1,75,813	1st half	XV	
			1,75,984	...	1,75,984	2nd half		
...	...	...	3,51,797	...	3,51,797	Total		
2,438,788	31,259	6,806	5,22,859	...	5,22,859	1st half	XVI	
3,041,560	42,432	4,519	6,12,296	...	6,12,296	2nd half		
5,480,348	73,691	11,325	11,35,155	...	11,35,155	Total		
44,633,195	5,77,533	1,02,646	1,14,74,101	...	1,14,74,101	1st half	XVIII	
44,067,799	5,58,028	1,45,523	88,19,540	...	88,19,540	2nd half		
88,700,994	11,35,561	2,48,169	2,02,93,641	...	2,02,93,641	Total		
10,311,839	1,67,638	1,43,081	57,67,136	...	57,67,136	1st half	XIX	
14,014,961	2,16,924	1,40,004	37,78,856	152	37,78,704	2nd half		
24,326,800	3,84,562	2,83,085	95,45,992	152	95,45,840	Total		
10,577,140	2,39,050	30,378	33,95,726	...	33,95,726	1st half	XX	
12,199,826	2,74,691	30,657	32,93,436	...	32,93,436	2nd half		
22,776,966	5,13,741	61,035	66,89,162	...	66,89,162	Total		
...	...	...	...	...	...	1st half	XXIII	(c) Opened for traffic on the 10th November 1897.
					61,910	2nd half		
					61,910	Total		
35,345,849	6,45,984	9,844	13,51,282	63,645	12,87,637	1st half	XXXII	
38,121,708	6,82,979	10,457	14,72,997	67,159	14,05,838	2nd half		
73,467,557	13,28.963	20,301	28,24.279	1,30,804	26,93,475	Total		
3,781	53	246	47,023	...	47,023	1st half	XXXIII	
2,628	55	293	21,629	...	21,629	2nd half		
6,409	108	539	68,652	...	68,652	Total		
...	...	204	10,158	...	16,158	1st half	XXXIV	
2,356	33	305	14,435	...	14,435	2nd half		
2,356	33	509	30,593	...	30,593	Total		
466,227,998	79.47,479	6,31,668	6,39,57,106	68,780	6,45,16,887	1st half		
513,167,612	85,14.436	15,22,157	5,98,64,279	3,08,412	6,00,60,898	2nd half		
979.395.610	1,64,61,915	21,53,825	12,38,21,385	3,. 7,192	12,45,77,785	Total		

APEPNDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1897. [From Abstract I of

Classification Number.	Railway.	1897.	General merchandise.		Military stores.		Railway materials for construction and revenue stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	Standard gauge—*concld.*			₹		₹		₹
	Brought forward standard gauge.	1st half	1,426,709,379	5,29,17,306	5,022,036	4,75,656	133,652,089	18,09,174
		2nd half	1,167,967,808	4,62,58,060	23,138,439	17,02,611	132,146,322	16,90,431
		Total .	2,594,677,187	9,91,75,966	28,160,475	21,78,277	265,798,411	34,99,605
XXXV	Kolar Gold-fields .	1st half	232,394	26,502	...	...	17,943	298
		2nd half	308,330	33,737	...	...	572	15
		Total .	540,724	60,239	...	...	18,515	313
XXXVI	Rájpura-Bhátinda .	1st half	5,729,357	1,82,725	102,221	10,908	195,640	2,580
		2nd half	Included with the North Western State railway.					
		Total .	5,729,357	1,82,725	102,221	10,908	195,640	2,580
XXXVII	Jammu and Kashmir (Native state section) .	1st half	Included with the North Western State railway.					
		2nd half						
		Total .						
	Total standard gauge	1st half	1,432,671,130	5,31,26,533	5,124,257	4,86,574	133,865,672	18,12,052
		2nd half	1,168,276,138	4,02,92,397	23,138,439	17,02,611	132,146,894	16,90,446
		Total .	2,600,947,268	9,94,18,930	28,262,696	21,89,185	266,012,566	35,02,498
	Metre gauge.							
XXXIX	Bengal and North-Western— Tirhoot section . Company's section .	1st half	51,317,509	14,17,476	...	...	7,348,625	94,062
		2nd half	28,839,565	10,72,145	17	2	9,149,369	1,17,429
		Total .	80,157,074	24,89,621	17	2	16,497,994	2,11,491
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	7,350,521	2,71,610	8,213	605	644,781	8,227
		2nd half	4,638,313	1,73,797	10,627	782	974,045	12,429
		Total .	11,988,834	4,45,407	18,840	1,387	1,618,826	20,656
XLI	Rajputana-Malwa .	1st half	160,183,365	67,57,066	431,359	43,351	4,895,428	77,153
		2nd half	141,579,643	54,24,534	883,906	85,460	4,727,677	78,725
		Total .	301,763,008	1,21,81,600	1,315,265	1,28,811	9,623,105	1,55,878
XLII	Pálanpur-Deesa .	1st half	224,476	16,233	1,192	108	265	4
		2nd half	88,303	12,200	1,126	91	137	2
		Total .	312,779	28,433	2,318	199	402	6
XLIII	Southern Mahratta .	1st half	87,020,087	29,22,784	82,098	8,389	5,068,668	58,104
		2nd half	76,987,557	27,42,614	115,473	7,672	6,452,824	89,198
		Total .	164,007,644	56,65,398	197,571	16,061	11,521,492	1,47,302
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.					
		2nd half						
		Total .						
XLV	Mysore section (Southern Mahratta).	1st half						
		2nd half						
		Total .						
XLVI	South Indian .	1st half	37,489,689	18,41,039	14,836	1,859	3,875,408	50,855
		2nd half	40,027,374	18,96,599	5,949	744	3,515,694	45,497
		Total .	77,517,063	37,37,038	20,785	2,603	7,391,102	96,352
XLVII	Máyavaram-Mutupet .	1st half	652,864	32,041	239	28	121,629	1,506
		2nd half	687,005	31,815	20	2	188,236	2,420
		Total .	1,339,869	63,856	259	30	309,865	3,986
XLVIII	Assam-Bengal .	1st half	2,259,182	1,19,088	...	...	5,849,143	88,112
		2nd half	1,788,654	1,10,023	11,867	840	5,513,178	77,078
		Total .	4,047,836	2,29,111	11,867	840	11,362,321	1,65,190
XLIX	Burma . . .	1st half	59,710,950	23,55,285	155,446	11,708	11,754,837	1,45,466
		2nd half	34,066,250	13,23,631	162,675	13,053	11,282,215	1,16,166
		Total .	93,777,200	36,78,916	318,121	24,761	23,037,052	2,61,632
LIII	Deoghur . . .	1st half	Details not furnished		...	...	...	...
		2nd half						
		Total .						
LIV	Rohilkund and Kumaon (Company's section) .	1st half	787,088	43,083	19,032	2,153	108,355	1,382
		2nd half	622,219	43,194	10,396	970	148,450	1,894
		Total .	1,409,307	86,277	29,428	3,123	256,805	3,276
LV	Bengal Dooars . .	1st half	231,448	66,724	...	...	41,218	10,673
		2nd half	421,555	1,36,125	...	...	41,782	10,877
		Total .	653,003	2,02,849	...	...	83,000	21,550
	Total metre gauge carried over	1st half	407,227,179	1,58,42,429	712,415	68,201	39,708,357	5,35,604
		2nd half	329,746,438	1,29,66,677	1,202,056	109,616	41,993,607	5,51,715
		Total(a)	736,973,617	2,88,09,100	1,914,471	1,77,817	81,701,964	10,87,319

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
Ton-miles.	Earnings.							
	R	R	R	R	R			
466,227,998	79,47,479	6,31,668	6,39,57,106	68,780	6,45,16,887	1st half		
513,167,612	85,14,436	15,22,157	5,98,64,279	3,08,412	6,00,60,898	2nd half		
979,395,610	1,64,61,915	21,53,825	12,38,21,385	3,77,192	12,45,77,785	Total.		
445,041	45,235	173	72,208	...	72,208	1st half	XXXV	
484,407	48,659	208	82,619	...	82,619	2nd half		
929,448	93,894	381	1,54,827	...	1,54,827	Total.		
144,028	2,149	996	1,99,358	...	1,99,358	1st half	XXXVI	
...	...	...	...	...	1,12,082	2nd half		
144,028	2,149	996	1,99,358	...	3,11,440	Total.		
					...	1st half	XXXVII	
					4,883	2nd half		
				.	4,883	Total .		
466,817,067	79,94,863	6,32,837	6,42,28,672	68,780	6,47,88,453	1st half		
513,652,019	85,63,095	15,22,365	5,99,46,898	3,08,412	6,02,60,482	2nd ha		
980,469,086	1,65,57,958	21,55,202	12,41,75,570	3,77,192	12,50,48,935	Total .		
4,281,107	75,458	23,553	16,10,549	368	16,10,181	1st half	XXXIX	
1,249,855	23,107	6,447	12,19,130	...	12,19,130	2nd half		
5,530,962	98,565	30,000	28,29,679	368	28,29,311	Total.		
11,349	166	672	2,81,280	...	2,81,280	1st half	XL	
14,320	195	1,157	1,88,360	187	1,88,173	2nd half		
25,669	361	1,829	4,69,640	187	4,69,453	Total.		
7,115,155	1,16,214	25,549	70,19,333	5,65,094	64,54,239	1st half	XLI	
6,465,668	1,12,600	50,196	57,51,515	3,20,767	54,30,748	2nd half		
13,580,823	2,28,814	75,745	1,27,70,848	8,85,861	1,1[illegible]84,987	Total.		
357	5	145	16,495	...	16,495	1st half	XLII	
...	...	95	12,388	...	12,388	2nd half		
357	5	240	28,883		28,883	Total.		
9,068,611	1,33,830	18,949	31,42,056	7,76,476	23,65,580	1st half	XLIII	
11,642,626	1,71,368	19,647	30,30,499	9,48,438	20,82,061	2nd half		
20,711,237	3,05,198	38,596	61,72,555	17,24,914	44,47,641	Total.		
					1,66,652	1st half	XLIV	
					2,37,079	2nd half		
					4,03,731	Total.		
					5,12,306	1st half	XLV	
					6,02,185	2nd half		
					11,14,491	Total.		
1,589,091	25,619	10,991	19,30,363	77	19,30,286	1st half	XLVI	
2,077,273	30,900	15,224	19,88,964	...	19,88,964	2nd half		
3,666,364	56,519	26,215	39,19,327	77	39,19,250	Total.		
29,293	422	188	34,245	...	34,245	1st half	XLVII	
36,139	568	349	35,154	...	35,154	2nd half		
65,432	990	537	69,399	...	69,399	Total.		
445,938	7,037	2,422	2,16,659	...	2,16,659	1st half	XLVIII	
852,266	14,329	5,460	2,07,730	...	2,07,730	2nd half		
1,298,204	21,366	7,882	4,24,389	...	4,24,389	Total.		
2,259,265	34,785	93,864	26,41,108	380	20,40,728	1st half	XLIX	
2,115,198	31,198	52,480	15,36,528	644	15,35,884	2nd half		
4,374,463	65,983	1,46,344	41,77,636	1,024	41,76,612	Total.		
...	...	...	4,243	...	4,243	1st half	LIII	
						2nd half		
			4,243	...	4,243	Total.		
4,514	82	1,545	48,245	...	48,245	1st half	LIV	
4,784	85	2,108	48,251	...	48,251	2nd half		
9,298	167	3,653	96,496	...	96,496	Total.		
5,170	935	580	78,912	...	78,912	1st half	LV	
4,282	760	611	1,48,373	633	1,47,740	2nd half		
9,452	1,695	1,191	2,27,285	633	2,26,652	Total.		
24,809,850	3,94,553	1,78,458	1,70,19,245	13,42,395	1,63,55,808	1st half		
24,462,411	3,85,110	1,53,774	1,41,66,892	12,70,669	1,37,35,487	2nd half		
49,272,261	7,79,663	3,32,232	3,11,90,380	26,13,064	3,00,95,538	Total.(a)		

(a) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1897. [From Abstract I of

Classification Number.	Railway.	1897.	General merchandise.		Military stores.		Railway materials for construction and revenue stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	Metre gauge—*concld.*			₹		₹		₹
	Brought forward Metre gauge.	1st half	407,227,179	1,58,42,429	712,415	68,201	39,708,357	5,35,604
		2nd half	329,746,438	1,29,66,677	1,202,056	1,09,616	41,993,607	5,51,715
		Total (*a*)	736,973,617	2,88,09,106	1,914,471	1,77,817	81,701,904	10,87,319
LVI	Dibru-Sadiya	1st half	817,419	1,35,253	...	...	107,692	1,527
		2nd half	886,197	1,43,184	...	...	19,970	324
		Total	1,703,610	2,78,437	...	...	127,662	1,851
LVII	Ledo and Tikak-Margherita Colliery	1st half	...	8,188	...	...	...	...
		2nd half	...	6,281	...	...	...	...
		Total	...	14,469	...	...	...	...
LVIII	Ahmedabad-Parántij (*b*)	1st half	101,161	6,589	...	..	160,320	2,340
		2nd half	333,461	20,904	8	1	159	2
		Total	434,622	27,493	8	1	160,479	2,342
LXIII	The Gaekwar's Mehsána	1st half	2,066,792	1,07,070	...	...	6,123	138
		2nd half	1,562,858	85,774	...	...	1,231	17
		Total	3,629,650	1,92,844	...	...	7,354	155
LXIV	Kolhápur	1st half						
		2nd half						
		Total						
LXV	Yesvantpur-Mysore frontier.	1st half						
		2nd half						
		Total						
LXVI	Mysore-Nanjangúd	1st half	Included with the Southern Mahratta railway					
		2nd half						
		Total						
LXIX	Jodhpore-Bickaneer—							
	Jodhpore section	1st half	7,241,425	3,77,487	1,338	218	33,005	583
		2nd half	3,913,279	2,27,226	90	15	112,459	2,232
		Total	11,154,704	6,04,713	1,428	233	145,464	2,815
	Bickaneer section	1st half	847,667	40,753	303	49	1,513	28
		2nd half	658,600	23,625	10	2	4,933	125
		Total	1,506,267	64,378	313	51	6,446	153
LXX	Oodeypore-Chitor	1st half	298,284	16,957	...	...	105,576	1,546
		2nd half	201,301	14,660	109	13	3,018	51
		Total	499,585	31,617	100	13	109,194	1,597
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	1st half	8,277,820	5,90,855	135	21	1,348,710	9,718
		2nd half	4,212,853	2,64,017	88	13	1,432,891	10,240
		Total	12,490,673	8,54,872	223	34	2,781,601	19,958
LXXII	Jetalsar-Rájkot	1st half	400,917	31,313	18	3	4,350	125
		2nd half	329,421	21,617	...	..	11,351	323
		Total	730,338	52,930	18	3	15,701	448
LXXIII	Jámnagar (*c*)	1st half	Detailed information not furnished.			...	...	...
		2nd half	133,004	9,675	...	...	11,465	(*d*)—*1,286*
		Total	133,004	9,675	...	...	11,465	(*d*)—*1,286*
	Total metre gauge	1st half	427,278,664	1,71,56,894	714,209	68,492	41,475,640	5,51,609
		2nd half	341,977,412	1,37,83,040	1,202,361	1,09,660	43,591,684	5,03,743
		Total (*a*)	769,256,076	3,09,40,534	1,916,570	1,78,152	85,067,330	11,15,352
	Special gauges.							
	Cherra-Companyganj (2′ 6″).	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total						
LXXX	Jorhát (2′ 0″)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total	...	...	...	...	...	...
LXXXI	Darjeeling-Himalayan (2′ 0″).	1st half	529,620	1,86,613	1,164	757	14,242	2,639
		2nd half	585,096	2,25,780	803	479	5,522	1,170
		Total	1,114,716	4,12,393	1,967	1,236	19,764	13,809
LXXXII	Bársi Light (2′ 6″) (*e*)	1st half	418,148	46,228	73	18	3,550	175
		2nd half	348,478	38,389	1	...	1,440	55
		Total	766,626	84,617	74	18	4,990	230
LXXXIII	The Gaekwar's Dabhoi (2′ 6″).	1st half	853,768	69,359	...	...	227,137	4,541
		2nd half	385,794	30,354	...	...	57,173	1,070
		Total	1,239,562	99,713	...	...	284,310	5,611
LXXXIV	Rajpipla (2′ 6″) (*f*)	1st half	...	...	...	...	...	...
		2nd half	11,422	799	...	...	42,120	1,218
		Total	11,422	799	...	...	42,120	1,218
LXXXVI	Cooch Behar (2′ 6″)	1st half	231,971	18,029	49	6	8,702	595
		2nd half	96,415	11,237	...	...	22,264	1,710
		Total	328,386	29,266	49	6	30,966	2,305
LXXXVII	Morvi (2′ 6″)	1st half	948,277	78,210	3,085	498	30,956	1,875
		2nd half	644,343	43,889	1,092	114	24,658	579
		Total	1,592,620	1,22,105	4,177	612	55,616	2,454
	Total special gauges	1st half	2,981,784	3,98,445	4,371	1,279	284,589	9,825
		2nd half	2,071,548	3,50,448	1,896	503	152,183	5,802
		Total	5,053,332	7,48,893	6,267	1,872	437,772	15,627
	Total of all gauges for the year.	...	3,375,256,676	13,11,08,357	30,185,533	23,69,209	351,517,668	46,33,477

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
Ton-miles.	Earnings.							
	₹	₹	₹	₹	₹			
24,809,850	3,94,553	1,78,458	1,70,19,245	13,42,395	1,63,55,808	1st half		
24,462,411	3,85,110	1,53,774	1,41,66,892	12,70,669	1,37,35,487	2nd half		
49,272,261	7,79,603	3,32,232	3,11,90,380	26,13,064	3,00,95,538	Total (*a*)		a) Including the Deoghur railway, for which yearly figures are shown.
5,300,748	1,52,839	380	2,90,007	...	2,90,007	1st half	LVI	
5,580,498	1,60,949	252	3,04,709	...	3,04,709	2nd half	LVI	
10,881,246	3,13,788	640	5,94,716	...	5,94,716	Total		
...	15,449	...	23,637		23,637	1st half	LVII	
...	15,953	...	22,234		22,234	2nd half	LVII	
...	31,402	...	45,871		45,871	Total		(*b*) Opened for traffic on the 1st May 1897.
675	10	27	8,966	...	8,966	1st half	LVIII	
154	2	236	21,145	...	21,145	2nd half	LVIII	
829	12	263	30,111	...	30,111	Total		
...	...	260	1,07,468	...	1,07,468	1st half	LXIII	
32	2	394	86,187	...	86,187	2nd half	LXIII	
32	2	654	1,93,655	...	1,93,655	Total		
					27,592	1st half	LXIV	
					19,240	2nd half	LXIV	
					46,832	Total		
					67,608	1st half	LXV	
					88,350	2nd half	LXV	
					1,55,904	Total		
					2,318	1st half	LXVI	
					1,579	2nd half	LXVI	
					3,897	Total		
197,324	3,993	1,246	3,83,527	...	3,83,527	1st half	LXIX	
252,833	5,185	1,357	2,36,015	...	2,36,015	2nd half	LXIX	
450,157	9,178	2,603	6,19,542	...	6,19,542	Total		
35,457	973	248	42,051	...	42,051	1st half		
37,598	886	213	24,851	...	24,851	2nd half		
73,055	1,859	461	66,902	...	66,902	Total		
...	...	435	18,938	...	18,938	1st half	LXX	
...	...	430	15,154	...	15,154	2nd half	LXX	
...	...	865	34,092	...	34,092	Total		
533,748	13,557	995	6,15,146	...	6,15,140	1st half	LXXI	
380,231	9,102	1,499	2,84,931	...	2,84,931	2nd half	LXXI	
913,979	22,719	2,494	9,00,077	...	9,00,077	Total		
6,309	261	150	31,852	...	31,852	1st half	LXXII	(*c*) Opened for traffic on the 8th April 1897.
3,031	79	187	22,206	...	22,206	2nd half	LXXII	
9,340	340	337	54,058	...	54,058	Total		
...	...	...	7,672	...	7,672	1st half	LXXIII	(*d*) Due to credit afforded to the Bhávnagar-Gondal-Junagad-Porbandar railway for the cost of working ballast trains over the Jámnagar railway.
12,609	449	37	8,875	...	8,875	2nd half	LXXIII	
12,609	449	37	16,547	...	16,547	Total		
30,884,111	5,81,635	1,82,207	1,85,48,509	13,42 395	1,79,82,590	1st half		
30,729,397	5,77,777	1,58,379	1,51,93,199	12,70,669	1,48,70,969	2nd half		
61,613,508	11,59,412	3,40,586	3,37,45,951	26,13,064	3,28,57,802	Total *a*)		
...	...	...	9,149	...	9,149	1st half		
...	...	...	623	...	623	2nd half		
...	...	...	9,772	...	9,772	Total		
...	...	...	45,473	...	45,473	1st half	LXXX	
...	...	...	39,476	...	39,476	2nd half	LXXX	
...	...	...	84,949	...	84,949	Total		
86,724	11,573	1,837	2,03,419	..	2,03,419	1st half	LXXXI	
60,592	7,979	4,506	2,39,914	...	2,39,914	2nd half	LXXXI	
147,316	19,552	6,343	4,43,333	...	4,43,333	Total		
3,468	114	115	46,650	...	46,650	1st half	LXXXII	(*e*) Opened for traffic on the 1st March 189..
7,416	287	307	39,038	166	38,872	2nd half	LXXXII	
10,884	401	422	85,688	166	85,522	Total		
5,536	95	121	74,116	...	74,116	1st half	LXXXIII	
10,833	157	156	31,737	...	31,737	2nd half	LXXXIII	
16,369	252	277	1,05,853	...	1,05,853	Total		
...	...	...	...	...	...	1st half	LXXXIV	(*f*) Opened for traffic on the 1st July 1897.
...	...	...	2,017	...	2,017	2nd half	LXXXIV	
...	...	...	2,017	...	2,017	Total		
2,934	148	849	19,627	...	19,627	1st half	LXXXVI	
544	46	2,459	15,452	...	15,452	2nd half	LXXXVI	
3,478	194	3,308	35,079	..	35,079	Total		
35,706	1,566	235	82,390	...	82,390	1st half	LXXXVII	
47,885	2,908	229	47,719	...	47,719	2nd half	LXXXVII	
83,591	4,474	464	1,30,109	...	1,30,109	Total		
134,368	13,496	3,157	4,80,824	...	4,80,824	1st half		
127,270	11,377	7,657	4,15,976	166	4,15,810	2nd half		
261,638	24,873	10,814	8,96,800	166	8,96,634	Total		
1,042,344,232	1,77,42,243	25,06,602	15,88,18,321	29,0c,422	15,88,03,371	...		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1897. [From No. VIII of

Classification Number.	Railway.	1897.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			₹	₹	₹	₹
	STANDARD GAUGE.					
I	East Indian	1st half	26,32,540	23,43,476	9,59,593	18,72,721
		2nd half	18,34,571	25,69,717	8,11,542	17,87,733
		Total .	44,67,111	49,13,193	17,71,135	36,60,454
II	Bengal Central	1st half	70,413	43,541	7,706	51,315
		2nd half	86,912	97,138	14,238	72,943
		Total .	1,57,325	1,40,679	21,944	1,24,258
III	Bengal-Nágpur	1st half	4,54,577	4,41,171	1,37,423	2,80,615
		2nd half	3,51,592	4,54,901	1,37,061	2,71,291
		Total .	8,06,169	8,96,072	2,74,484	5,51,906
IV	Indian Midland	1st half	3,54,835	6,62,909	1,44,059	2,55,181
		2nd half	3,10,646	6,21,705	1,49,663	2,71,090
		Total .	6,65,481	12,84,614	2,93,722	5,26,271
VI	Godhra-Rutlam-Nágdá.	1st half	1,08,190	1,80,028	22,006	49,097
		2nd half	1,20,897	1,47,522	26,146	42,755
		Total .	2,29,087	3,27,550	48,152	91,852
VII	Wardha Coal	1st half	Included with the Great Indian Peninsula railway.			
		2nd half				
		Total .				
VIII	Dhond-Manmád	1st half				
		2nd half				
		Total .				
IX	Bezwada extension (East Coast State)	1st half	11,146	10,496	2,815	5,927
		2nd half	37,516	10,498	2,438	5,810
		Total .	48,662	20,994	5,253	11,737
X	Madras-Ennúr section (Bezwada-Madras)	1st half	6,162	6,217	1,733	2,421
		2nd half	7,926	5,581	1,611	2,176
		Total .	14,088	11,798	3,344	4,597
XI	North Western State	1st half	29,66,239	29,29,147	5,17,323	13,15,076
		2nd half	28,70,242	35,66,419	6,29,482	14,10,962
		Total .	58,36,481	64,95,566	11,46,805	27,26,038
XII	Hyderabad-Shadipalli	1st half	25,109	23,012	7,021	8,997
		2nd half	28,328	23,892	7,290	9,341
		Total .	53,437	46,904	14,311	18,338
XIII	Oudh and Rohilkhand State	1st half	7,30,236	6,14,730	4,78,200	4,05,228
		2nd half	6,09,306	7,53,103	2,17,952	3,83,074
		Total .	13,39,542	13,67,833	6,96,152	7,88,302
XIV	Eastern Bengal State	1st half	4,06,403	4,13,582	1,53,637	4,47,480
		2nd half	3,57,608	7,40,854	1,10,599	5,07,775
		Total .	7,64,011	11,54,436	2,64,236	9,55,255
XV	Calcutta Port Commissioners'	1st half	19,350	23,183	12,529	63,858
		2nd half	15,655	20,934	10,474	53,899
		Total .	35,005	44,117	23,003	1,17,757
XVI	East Coast State	1st half	1,96,145	3,53,219	49,475	1,64,841
		2nd half	2,26,341	3,52,715	54,735	1,70,968
		Total .	4,22,486	7,05,934	1,04,210	3,35,809
XVIII	Great Indian Peninsula	1st half	25,67,265	33,55,363	7,77,841	14,74,569
		2nd half	20,40,732	36,20,219	15,20,665	14,83,663
		Total .	46,07,997	69,75,582	22,98,506	29,58,232
	TOTAL STANDARD GAUGE carried over	1st half	1,05,48,610	1,14,00,074	32,71,361	63,97,320
		2nd half	88,98,272	1,29,85,198	36,93,896	64,73,480
		Total .	1,94,46,882	2,43,85,272	69,65,257	1,28,70,806

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	Total.	1897.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
9,81,099	80,945	5,42,981	94,13,355	1st half	I	
9,45,847	69,567	3,45,688	83,64,665	2nd half		
19,26,946	1,50,512	8,88,669	1,77,78,020	Total		
57,392	...	44,458	2,74,825	1st half	II	
59,341	...	43,116	3,73,688	2nd half		
1,16,733	...	87,574	6,48,513	Total		
2,70,879	...	69,449	16,54,114	1st half	III	
2,83,955	...	67,836	15,66,636	2nd half		
5,54,834	...	1,37,285	32,20,750	Total		
2,59,075	...	1,49,865	18,25,924	1st half	IV	
2,59,003	...	1,71,668	17,83,775	2nd half		
5,18,078	...	3,21,533	36,09,699	Total		
36,451	...	3,130	3,98,902	1st half	VI	(a) Expenditure incurred direct by the State.
34,218	...	2,658	3,74,196	2nd half		
70,669	...	5,788	7,73,098	Total		
(a)675	...	...	(a) 675	1st half	VII	
(a)675	...	...	(a) 675	2nd half		
1,350	...	...	1,350	Total		
(a)6,152	...	...	(a) 6,152	1st half	VIII	
(a)6,152	...	...	(a) 6,152	2nd half		
12,304	...	...	12,304	Total		
6,709	...	5,261	42,354	1st half	IX	
6,244	...	5,295	67,801	2nd half		
12,953	...	10,556	1,10,155	Total		
1,270	...	2,103	19,906	1st half	X	
1,487	...	1,679	20,460	2nd half		
2,757	...	3,782	40,366	Total		
6,25,996	21,769	1,99,101	(b)85,84,897	1st half	XI	(b) Including R10,246 in the first-half on account of rent of leased line not shown in any of the preceding columns.
6,27,950	22,756	1,90,264	93,18,075	2nd half		
12,53,946	44,525	3,89,365	1,79,02,972	Total		
4,860	...	1,409	70,408	1st half	XII	
5,047	...	1,463	75,361	2nd half		
9,907	...	2,872	1,45,769	Total		
2,16,281	...	1,01,870	25,46,545	1st half	XIII	
2,01,365	...	1,07,732	22,72,532	2nd half		
4,17,646	...	2,09,602	48,19,077	Total		
1,79,732	21,904	1,03,232	17,25,970	1st half	XIV	
1,81,476	97,233	4,31,755	24,27,300	2nd half		
3,61,208	1,19,137	5,34,987	41,53,270	Total		
8,484	...	5,045	1,32,449	1st half	XV	
7,083	...	4,326	1,12,371	2nd half		
15,567	...	9,371	2,44,820	Total		
1,40,190	62,388	12,752	9,79,010	1st half	XVI	
1,49,032	42,065	13,452	10,09,308	2nd half		
2,89,222	1,04,453	26,204	19,88,318	Total		
6,71,714	...	2,37,546	(c) 93,57,368	1st half	XVIII	(c) Including R2,73,070 in the first-half, and R1,25,033 in the second-half of 1897, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.
6,72,150	...	2,18,175	(c) 96,80,637	2nd half		
13,43,864	...	4,55,721	1,90,38,005	Total		
34,66,959	4,87,000	14,78,202	3,70,32,854	1st half		
34,41,025	2,31,621	16,05,107	3,74,53,632	2nd half		
69,07,984	4,18,627	30,83,309	7,44,86,486	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1897. [From No. VIII of

Classification Number.	Railway.	1897.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	1,05,58,610	1,14,00,074	32,71,361	63,97,326
		2nd half	88,98,272	1,29,85,198	36,93,896	64,73,480
		Total	1,94,46,882	2,43,85,272	69,65,257	1,28,70,806
XIX	Bombay, Baroda and Central India	1st half	14,30,312	12,85,820	2,95,906	5,02,680
		2nd half	12,51,930	11,51,022	6,26,386	4,78,430
		Total	26,82,242	24,36,842	9,22,292	9,81,110
XX	Madras	1st half	6,20,106	10,38,798	2,89,436	4,04,684
		2nd half	6,27,504	10,79,084	3,11,387	4,21,155
		Total	12,47,610	21,17,882	6,00,823	8,25,839
XXII	Tarkessur	1st half 2nd half Total	Included with the East Indian railway.			
XXIII	Southern Punjab (Delhi Samásata) (*b*)	1st half	...	...	...	...
		2nd half	...	27,378	8,353	10,703
		Total		27,378	8,353	10,703
XXVIII	Amráoti	1st half 2nd half Total	Included with the Great Indian Peninsula railway.			
XXIX	Bína-Goona	1st half 2nd half Total	Included with the Indian Midland railway.			
XXX	Bhopál-Ujjain	1st half 2nd half Total	Included with the Indian Midland railway.			
XXXII	The Nizam's Guaranteed State	1st half	2,37,463	2,23,835	59,816	1,26,428
		2nd half	2,92,897	2,30,451	53,311	1,27,558
		Total	5,30,360	4,54,286	1,13,127	2,53,986
XXXIII	Nágdá-Ujjain	1st half	11,601	11,070	2,401	4,168
		2nd half	7,988	7,566	3,804	3,037
		Total	19,589	18,636	6,205	7,205
XXXIV	The Gaekwar's Petlád	1st half	3,423	5,458	1,256	2,134
		2nd half	4,141	5,682	3,092	2,362
		Total	7,564	11,140	4,348	4,496
XXXV	Kolar Gold-fields	1st half	13,352	18,486	5,188	6,922
		2nd half	15,100	21,953	6,450	8,200
		Total	28,452	40,439	11,638	15,122
XXXVI	Rájpura-Bhátinda	1st half	63,507	79,093	24,136	30,931
		2nd half	47,538	59,205	18,067	23,153
		Total	1,11,045	1,38,298	42,203	54,084
XXXVII	Jammu and Kashmir (Native state section).	1st half	Included with the North Western State railway.			
		2nd half	4,097	5,103	1,557	1,996
		Total	4,097	5,103	1,557	1,996
	TOTAL STANDARD GAUGE	1st half	1,29,28,374	1,40,62,634	39,49,500	74,75,273
		2nd half	1,11,49,467	1,55,72,642	47,26,303	75,50,074
		Total	2,40,77,841	2,96,35,276	86,75,803	1,50,25,347
	METRE GAUGE.					
XXXIX	Bengal and North-Western—Tirhoot section / Company's section	1st half	3,53,078	2,77,549	86,244	2,17,790
		2nd half	3,74,368	2,49,001	71,548	2,45,006
		Total	7,27,446	5,26,550	1,57,792	4,62,796
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	64,147	54,256	15,645	44,585
		2nd half	51,511	44,781	13,349	36,177
		Total	1,15,658	99,037	28,994	80,762
XLI	Rajputana-Malwa	1st half	9,76,088	16,13,730	4,23,308	7,78,364
		2nd half	9,19,342	14,62,450	4,06,951	7,38,705
		Total	18,95,430	30,76,180	8,30,259	15,17,069
XLII	Pálanpur-Deesa	1st half	2,522	4,169	1,094	₹,011
		2nd half	1,910	3,038	845	1,535
		Total	4,432	7,207	1,939	3,546
XLIII	Southern Mahratta	1st half	4,20,855	6,72,827	1,22,105	3,26,758
		2nd half	4,02,890	6,43,053	1,43,588	2,98,208
		Total	8,23,745	13,15,880	2,65,693	6,24,966
	TOTAL METRE GAUGE carried over	1st half	18,16,690	26,22,531	6,48,396	13,69,508
		2nd half	17,50,021	24,02,323	6,36,281	13,19,631
		Total	35,66,711	50,24,854	12,84,677	26,89,139

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1897.	Classification Number.	REMARKS.
₹	₹	₹	₹			
34,66,559	1,87,006	14,78,202	3,70,32,854	1st half		
34,41,025	2,31,621	16,05,107	3,74 53,632	2nd half		
69,07,984	4,18,627	30,83,309	7,44,86,486	Total		
2,96,424	...	33,701	38,44,843	1st half	XIX	
2,75,665	...	97,460	38,80,893	2nd half		
5,72,089	...	1,31,161	77,25,736	Total		
2,84,635	...	62,267	26,99,926	1st half	XX	
2,82,841	...	41,229	27,63,200	2nd half		
5,67,476	...	1,03,496	54,63,126	Total		
		(a)24,071	(a) 24,071	1st half	XXII	(a) Represents contribution to the Provident Fund and ½th share of net earnings paid to the East Indian railway.
		(a)18,622	(a) 18,622	2nd half		
		42,693	42,693	Total		
...	...	...	...	1st half	XXIII	(b) Opened for traffic on the 10th November 1897.
5,783	...	1,676	53,893	2nd half		
5,783	...	1,676	53,893	Total		
(c) 442	...	...	(c) 442	1st half	XXVIII	(c) Expenditure incurred direct by the State.
(c) 442	...	...	(c) 442	2nd half		
884	...	...	884	Total		
(c) 1,880	...	(c) 1,993	(c)3,873	1st half	XXIX	
(c) 1,880	...	(c) 1,993	(c)3,873	2nd half		
3,760	..	3,986	7,746	Total		
(d) —202	...	...	(d) —202	1st half	XXX	(d) Represents the difference between the charges for rent payable to the Telegraph Department tor the half-year and the write-back of maintenance of telegraph wires from the 9th May to the 31st December 1896.
(c) 1,710	...	...	(c) 1,710	2nd half		
1,508	...	...	1,508	Total		
1,43,106	...	19,645	8,10,293	1st half	XXXII	
1,37,087	...	19,988	8,61,292	2nd half		
2,80,193	...	39,633	16,71,585	Total		
2,514	...	345	32,099	1st half	XXXIII	
1,806	...	583	24,784	2nd half		
4,320	...	928	50,883	Total		
1,258	...	143	13,672	1st half	XXXIV	
1,361	...	481	17,119	2nd half		
2,619	...	624	30,791	Total		
5,003	...	6,012	54,963	1st half	XXXV	
5,601	...	6,309	63,613	2nd half		
10,604	...	12,321	1,18,576	Total		
16,704	...	4,845	2,19,216	1st half	XXXVI	
12,504	...	3,627	1,64,094	2nd half		
29,208	...	8,472	3,83,310	Total		
...	...	...	...	1st half	XXXVII	
1,078	...	313	14,144	2nd half		
1,078	...	313	14,144	Total		
42,18,723	1,87,006	16,31,224	4,47,36,050	1st half		
41,68,783	2,31,631	17,97,388	4,53,21,311	2nd half		
83,87,506	4,18,627	34,28,612	9,00,57,361	Total		
1,91,555	1,19,361	67,869	13,13,446	1st half	XXXIX	
1,93,996	1,02,164	74,644	13,10,727	2nd half		
3,85,551	2,21,525	1,42,513	26,24,173	Total		
51,158	...	38,743	2,68,534	1st half	XL	
43,765	...	31,791	2,21,374	2nd half		
94,923	...	70,534	4,89,908	Total		
5,65,371	...	88,146	44,45,007	1st half	XLI	
5,58,674	...	78,808	41,64,930	2nd half		
11,24,045	..	1,66,954	86,09,937	Total		
1,461	...	228	11,485	1st half	XLII	
1,161	...	163	8,652	2nd half		
2,622	...	391	20,137	Total		
3,15,187	...	16,871	18,74,603	1st half	XLIII	
2,89,612	...	29,185	18,06,536	2nd half		
6,04,799	...	46,056	36,81,139	Total		
11,24,732	1,19.361	2,11,857	79,13,075	1st half		
10,87,208	1.02,164	2,14,591	75,12,219	2nd half		
22,11,940	2,21,525	4,26,448	1,54,25,294	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1897. [From No. VIII of

Classification Number.	Railway.	1897.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			₹	₹	₹	₹
	METRE GAUGE—*contd.*					
	Brought forward METRE GAUGE .	1st half	18,16,690	26,22,531	6,48,396	13,69,508
		2nd half	17,50,021	24,02,323	6,36,281	13,19,631
		Total .	35,66,711	50,24,854	12,84,677	26,89,139
XLIV	Guntakal-Mysore frontier . . .	1st half	34,206	54,685	9,924	26,558
		2nd half	47,153	75,261	16,805	34,901
		Total .	81,359	1,29,946	26,729	61,459
XLV	Mysore section (Southern Mahratta) .	1st half	1,06,333	1,71,408	31,097	83,276
		2nd half	1,30,622	2,09,893	46,769	97,354
		Total .	2,36,955	3,81,301	77,866	1,80,630
XLVI	South Indian	1st half	5,37,659	8,42,171	2,65,895	4,04,249
		2nd half	5,91,171	8,73,705	2,38,042	4,18,876
		Total .	11,28,830	17,15,876	5,03,937	8,23,125
XLVII	Máyavaram-Mutupet	1st half	15,462	24,220	7,647	11,626
		2nd half	17,318	25,594	6,973	12,271
		Total	32,780	49,814	14,620	23,897
XLVIII	Assam-Bengal	1st half	1,37,408	1,30,816	13,372	88,402
		2nd half	1,18,471	77,981	10,719	79,178
		Total .	2,55,879	2,08,797	24,091	1,67,580
XLIX	Burma	1st half	6,92,782	7,83,419	1,73,576	4,50,078
		2nd half	6,42,097	7,50,927	2,19,623	4,33,475
		Total .	12,44,879	15,34,346	3,93,199	8,83,553
L	Eastern Bengal State—					
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	1st half	2,65,339	2,85,292	87,772	2,16,464
		2nd half	2,77,008	2,24,535	68,456	1,98,852
		Total .	5,42,347	5,09,827	1,56,228	4,15,316
	Dacca section	1st half	45,029	41,241	10,873	37,224
		2nd half	43,508	32,221	8,788	34,951
		Total .	88,537	73,462	19,661	72,175
LIII	Deoghur	1st half	4,186	6,209	696	5,231
		2nd half				
		Total .	4,186	6,209	696	5,231
LIV	Rohilkund and Kumaon (Company's section).	1st half	27,707	23,434	6,758	19,258
		2nd half	31,308	27,218	8,113	21,988
		Total .	59,015	50,652	14,871	41,246
LV	Bengal Dooars	1st half	15,431	12,806	2,042	13,738
		2nd half	11,326	12,750	1,482	16,269
		Total .	26,757	25,556	3,524	30,007
LVI	Dibru-Sadiya	1st half	1,44,616	44,277	23,825	24,980
		2nd half	1,23,966	40,683	22,558	24,881
		Total .	2,68,582	84,960	46,383	49,861
LVII	Ledo and Tikak-Margherita Colliery .	1st half	15,440	1,966	1,062	1,114
		2nd half	6,944	2,338	1,296	1,430
		Total .	22,384	4,304	2,358	2,544
LVIII	Ahmedabad-Paránṭij (*a*) . . .	1st half	1,659	2,742	719	1,323
		2nd half	5,485	8,726	2,428	4,408
		Total	7,144	11,468	3,147	5,731
LXIII	The Gaekwar's Mehsána . . .	1st half	18,672	30,871	8,098	14,890
		2nd half	16,099	25,609	7,126	12,936
		Total .	34,771	56,480	15,224	27,826
LXIV	Kolhápur	1st half	6,950	10,989	1,903	5,339
		2nd half	5,307	7,898	1,700	3,664
		Total .	12,257	18,887	3,753	9,003
LXV	Yesvantpur-Mysore frontier . .	1st half	14,837	24,126	4,377	11,722
		2nd half	19,079	30,597	6,818	14,191
		Total .	33,916	54,723	11,195	25,913
	TOTAL METRE GAUGE carried over .	1st half	38,06,220	51,06,994	12,97,426	27,79,749
		2nd half	38,36,883	48,28,259	13,04,037	27,20,256
		Total (*b*)	76,47,289	99,41,462	26,02,159	55,14,236

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1897.	Classification Number.	REMARKS.
R	*R*	*R*	*R*			
11,24,732	1,19,361	2,11,857	79,13,075	1st half		
10,87,208	1,02,164	2,14,591	75,12,219	2nd half		
22,11,940	2,21,525	4,26,448	1,54,25,294	Total		
22,230	...	3,932	1,51,535	1st half	XLIV	
29,017	...	7,623	2,10,760	2nd half		
51,247	...	11,555	3,62,295	Total		
81,545	...	8,995	4,82,654	1st half	XLV	
92,780	...	17,468	5,94,886	2nd half		
1,74,325	...	26,463	10,77,540	Total		
3,10,981	...	35,797	23,96,752	1st half	XLVI	
3,09,023	...	39,121	24,69,938	2nd half		
6,20,004	...	74,918	48,66,690	Total		
8,943	...	7,669	75,567	1st half	XLVII	
9,052	...	7,811	79,019	2nd half		
17,995	...	15,480	1,54,586	Total		
1,29,575	...	3,685	5,03,258	1st half	XLVIII	
1,19,145	...	9,674	4,15,168	2nd half		
2,48,720	...	13,359	9,18,426	Total		
2,94,917	16,728	48,606	23,70,106	1st half	XLIX	
3,11,393	24,585	41,524	24,23,624	2nd half		
6,06,310	41,313	90,130	47,93,730	Total		
1,28,105	1,50,333	40,989	11,74,294	1st half	L	
1,06,829	1,72,986	33,374	10,82,040	2nd half		
2,34,934	3,23,319	74,363	22,56,334	Total		
10,584	...	4,302	1,49,253	1st half		
12,385	...	4,530	1,36,383	2nd half		
22,969	...	8,832	2,85,636	Total		
2,647	...	199	19,168	1st half	LIII	
				2nd half		
2,647	...	199	19,168	Total		
22,096	...	16,734	1,15,987	1st half	LIV	
26,600	...	19,322	1,34,549	2nd half		
48,696	...	36,056	2,50,536	Total		
15,830	8,112	977	68,936	1st half	LV	
15,491	13,633	1,231	72,182	2nd half		
31,321	21,745	2,208	1,41,118	Total		
38,395	...	596	2,76,689	1st half	LVI	
32,899	...	763	2,50,750	2nd half		
76,294	...	1,359	5,27,439	Total		
1,716	...	1,208	22,506	1st half	LVII	
2,178	...	1,155	15,341	2nd half		
3,894	...	2,363	37,847	Total		
961	...	150	7,554	1st half	LVIII	(a) Opened for traffic on the 1st May 1897.
3,333	...	470	24,850	2nd half		
4,294	...	620	32,404	Total		
10,815	...	1,686	85,032	1st half	LXIII	
9,784	...	1,380	72,934	2nd half		
20,599	...	3,066	1,57,966	Total		
4,469	...	577	30,317	1st half	LXIV	
3,046	...	657	22,332	2nd half		
7,515	...	1,234	52,649	Total		
9,811	...	1,266	66,139	1st half	LXV	
11,799	...	2,546	85,030	2nd half		
21,610	...	3,812	1,51,169	Total		
22,15,705	2,94,534	3,89,026	1,58,89,654	1st half		
21,86,962	3,13,368	4,03,240	1,56,02,005	2nd half		
44,05,314	6,07,902	7,92,465	3,15,10,827	Total (b)		(b) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1897. [From No. VIII of

Classification. Number.	Railway.	1897.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	METRE GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward METRE GAUGE .	1st half	38,06,220	51,06,994	12,97,426	27,79,749
		2nd half	38,36,883	48,28,259	13,04,037	27,29,256
		Total (*a*)	76,47,289	99,41,462	26,02,159	55,14,236
LXVI	Mysore-Nanjangúd	1st half	1,818	2,997	544	1,456
		2nd half	2,841	3,804	848	1,765
		Total .	4,659	6,801	1,392	3,221
LXIX	Jodhpore-Bickaneer—					
	Jodhpore section	1st half	44,193	86,197	12,417	34,790
		2nd half	36,495	71,105	10,204	30,086
		Total .	80,688	1,57,302	22,621	64,876
	Bickaneer section	1st half	5,650	12,810	1,807	4,936
		2nd half	4,954	9,880	1,377	3,782
		Total .	10,604	22,690	3,184	8,718
LXX	Oodeypore-Chitor	1st half	23,452	10,446	2,740	5,039
		2nd half	12,059	10,060	2,800	5,082
		Total .	35,511	20,506	5,540	10,121
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	1st half	1,27,909	1,71,289	25,164	1,11,060
		2nd half	1,19,969	1,31,780	30,661	83,599
		Total .	2,47,878	3,03,069	55,825	1,94,659
LXXII	Jetalsar-Rájkot	1st half	11,928	19,884	2,921	9,373
		2nd half	13,146	17,439	4,057	8,879
		Total .	25,074	37,323	6,978	18,252
LXXIII	Jámnagar	1st half	(*b*)	5,558	817	2,847
		2nd half	12,797	9,075	2,111	5,182
		Total .	12,797	14,633	2,928	8,029
	TOTAL METRE GAUGE .	1st half	40,21,170	54,16,175	13,43,836	29,49,250
		2nd half	40,39,144	50,81,402	13,56,095	28,07,631
		Total (*a*)	80,64,500	1,05,03,786	27,00,627	58,22,112
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″) . .	1st half	2,327	3,483	1,721	2,401
		2nd half	20,572	3,095	3,287	2,228
		Total .	22,899	6,578	5,008	4,629
LXXX	Jorhát (2′ 0″)	1st half	11,650	11,106	1,859	12,092
		2nd half	11,664	8,844	2,283	11,102
		Total .	23,314	19,950	4,142	23,194
LXXXI	Darjeeling-Himalayan (2′ 0″) . .	1st half	44,873	63,912	20,318	30,370
		2nd half	34,530	64,641	26,444	29,434
		Total .	79,403	1,28,553	46,762	59,804
LXXXII	Bársi Light (2′ 6″) (*c*) . .	1st half	4,172	6,991	1,071	6,604
		2nd half	7,060	11,474	2,357	10,457
		Total .	11,232	18,465	3,428	17,001
LXXXIII	The Gaekwar's Dabhoi (2′ 6″) . .	1st half	25,917	26,278	12,061	10,983
		2nd half	23,899	27,071	16,882	9,659
		Total .	49,816	53,349	28,943	20,642
LXXXIV	Rajpipla (2′ 6″) (*d*) . . .	1st half	...	...	...	...
		2nd half	3,426	3,560	1,150	2,984
		Total .	3,426	3,560	1,150	2,984
LXXXVI	Cooch Behar (2′ 6″)	1st half	6,094	2,927	927	6,190
		2nd half	3,881	2,304	788	3,367
		Total .	9,975	5,231	1,715	9,557
LXXXVII	Morvi (2′ 6″)	1st half	19,579	41,129	7,439	20,079
		2nd half	22,568	36,572	4,109	23,639
		Total .	42,147	77,701	11,548	44,318
	TOTAL SPECIAL GAUGES .	1st half	1,14,612	1,55,826	45,396	89,319
		2nd half	1,27,600	1,57,561	57,300	92,870
		Total	2,42,212	3,13,387	1,02,696	1,82,189
	TOTAL OF ALL GAUGES FOR THE YEAR .	...	3,23,84,553	4,04,52,449	1,14,79,126	2,10,29,648

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1897.	Classification Number.	REMARKS.
₹	₹	₹	₹			
22,15,705	2,94,534	3,89,026	1,58,89,654	1st half		
21,86,962	3,13,368	4,03,240	1,56,02,005	2nd half		
44,05,314	6,07,902	7,92,465	3,15,10,827	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
1,218	...	157	8,190	1st half	LXVI	
1,467	...	317	11,042	2nd half		
2,685	...	474	19,232	Total		
18,957	...	10,026	2,06,580	1st half	LXIX	
16,970	...	6,419	1,71,279	2nd half		
35,927	...	16,445	3,77,859	Total		
2,613	...	927	28,743	1st half		
2,265	...	505	22,763	2nd half		
4,878	...	1,432	51,506	Total		
3,660	...	571	45,908	1st half	LXX	
3,843	...	542	34,386	2nd half		
7,503	...	1,113	80,294	Total		
90,439	...	15,212	5,41,073	1st half	LXXI	
84,511	...	10,966	4,61,486	2nd half		
1,74,950	...	26,178	10,02,559	Total		
9,886	...	6,421	60,413	1st half	LXXII	
10,547	...	6,052	60,120	2nd half		
20,433	...	12,473	1,20,533	Total		
3,488	...	2,054	14,764	1st half	LXXIII	
6,467	..	5,126	40,758	2nd half		
9,955	...	7,180	55,522	Total		(*b*) The line was opened for traffic on the 8th April 1897, the charges on account of maintenance having been met by capital.
23,45,966	2,94,534	4,24,394	1,67,95,325	1st half		
23,13,032	3,13,368	4,33,167	1,04,03,839	2nd half		
46,61,645	6,07,902	8,57,760	3,32,18,332	Total (*a*)		
1,281	...	68	11,281	1st half		
2,317	...	111	31,610	2nd half		
3,598	...	179	42,891	Total		
3,995	...	356	41,058	1st half	LXXX	
6,759	...	351	41,003	2nd half		
10,754	...	707	82,061	Total		
37,348	...	7,930	2,04,751	1st half	LXXXI	
36,532	...	8,348	1,99,929	2nd half		
73,880	...	16,278	4,04,680	Total		
8,157	...	671	27,666	1st half	LXXXII	
25,662	..	1,542	58,552	2nd half		(*c*) Opened for traffic on the 1st March 1897.
33,819		2,213	86,218	Total		
7,767	...	23	83,029	1st half	LXXXIII	
6,661	...	2,751	86,923	2nd half		
14,428	...	2,774	1,69,952	Total		
...	...	...	...	1st half	LXXXIV	(*d*) Opened for traffic on the 1st July 1897.
1,119	...	...	12,239	2nd half		
1,119	...	...	12,239	Total		
1,201	...	65	17,404	1st half	LXXXVI	
1,103	...	71	11,514	2nd half		
2,304	...	136	28,918	Total		
18,116	...	2,684	1,09,026	1st half	LXXXVII	
18,684	...	644	1,06,216	2nd half		
36,800	...	3,328	2,15,842	Total		
77,865	...	11,797	4,94,815	1st half		
98,837	...	13,818	5,46,986	2nd half		
1,76,702	...	25,615	10,42,801	Total		
1,32,25,853	10,26,529	43,11,987	12,43,18,494			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1897. [From Abstract A of

Classification Number.	Railway.	1897.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	STANDARD GAUGE.		₹	₹	₹	₹	₹
I	East Indian	1st half	3,28,259	4,34,452	11,75,728	2,91,590	...
		2nd half	3,20,150	3,90,670	4,22,508	1,01,257	...
		Total	6,48,409	8,25,122	15,98,236	3,92,847	...
II	Bengal Central	1st half	9,684	19,236	31,712	1,106	...
		2nd half	12,755	20,357	39,680	3,746	...
		Total	22,439	39,593	71,392	4,852	...
III	Bengal-Nágpur	1st half	85,533	1,35,055	62,890	68,097	...
		2nd half	85,896	1,35,917	15,172	41,985	...
		Total	1,71,429	2,70,972	78,062	1,10,082	...
IV	Indian Midland	1st half	72,167	1,33,746	84,704	26,076	...
		2nd half	74,744	1,22,704	72,059	14,512	...
		Total	1,46,911	2,56,450	1,56,763	40,588	...
VI	Godhra-Rutlam-Nágdá	1st half	Included with the Rajputana-Malwa railway.				...
		2nd half					
		Total					
IX	Bezwada extension (East Coast State)	1st half	Included with the Nizam's Guaranteed State railway.				...
		2nd half					
		Total					
X	Madras-Ennúr section (Bezwada-Madras)	1st half	694	3,459	952	125	...
		2nd half	620	3,192	2,616	139	...
		Total	1,314	6,651	3,568	264	...
XI	North Western State	1st half	3,91,033	6,07,801	8,29,941	3,93,803	74,089
		2nd half	4,34,046	6,68,354	10,05,517	2,24,689	64,539
		Total	8,25,079	12,76,155	18,35,461	6,18,492	1,38,628
XII	Hyderabad-Shadipalli	1st half	2,512	7,639	3,859	5,829	...
		2nd half	Included with the North-Western State railway.				...
		Total	2,512	7,639	3,859	5,829	...
XIII	Oudh and Rohilkhand State	1st half	87,905	1,22,159	3,17,106	88,792	3,671
		2nd half	91,156	1,15,689	2,40,129	60,083	3,932
		Total	1,79,061	2,37,848	5,57,235	1,48,875	7,603
XIV	Eastern Bengal State (c)	1st half	1,18,100	1,57,342	2,35,543	42,017	92
		2nd half	1,23,406	1,84,575	1,41,159	64,659	117
		Total	2,41,506	3,41,917	3,76,707	1,06,676	209
XV	Calcutta Port Commissioners'	1st half	3,922	4,692	6,601	2,206	...
		2nd half	3,976	4,902	2,335	1,759	...
		Total	7,898	9,594	8,936	3,965	...
XVI	East Coast State	1st half	51,636	87,291	14,055	30,512	...
		2nd half	60,759	82,983	13,881	11,574	...
		Total	1,12,395	1,70,274	27,936	42,086	
XVIII	Great Indian Peninsula	1st half	2,27,580	4,38,039	8,28,374	3,51,469	...
		2nd half	2,24,249	4,45,330	5,31,272	2,30,255	...
		Total	4,51,829	8,83,369	13,59,646	5,81,724	...
XIX	Bombay, Baroda and Central India	1st half	82,219	2,16,650	2,49,331	5,79,538	...
		2nd half	82,346	1,24,291	3,08,646	4,29,063	...
		Total	1,64,565	3,40,941	5,57,977	10,08,601	...
XX	Madras	1st half	1,21,106	1,35,719	1,32,407	61,560	...
		2nd half	1,20,365	1,52,049	1,41,936	51,481	...
		Total	2,41,471	2,87,768	2,74,343	1,13,041	...
XXXII	The Nizam's Guaranteed State	1st half	49,548	63,319	37,263	64,820	...
		2nd half	51,116	70,259	72,014	67,231	...
		Total	1,00,664	1,33,578	1,09,277	1,32,051	...
	TOTAL STANDARD GAUGE carried over	1st half	16,31,898	25,66,590	40,10,474	20,07,540	77,852
		2nd half	16,85,584	25,21,272	30,08,924	13,02,433	68,588
		Total	33,17,482	50,87,871	70,19,398	33,09,973	1,46,440

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1897.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹			
2,33,022	2,40,382	27,03,433	70,893	26,32,540	1st half	I	
3,72,087	2,54,194	18,60,866	26,295	18,34,571	2nd half		
6,05,109	4,94,576	45,64,299	97,188	44,67,111	Total		
7,389	1,286	70,413	...	70,413	1st half	II	
5,833	4,541	86,912	...	86,912	2nd half		
13,222	5,827	1,57,325	...	1,57,325	Total		
52,658	50,344	4,54,577	...	4,54,577	1st half	III	
32,937	39,685	3,51,592	...	3,51,592	2nd half		
85,595	90,029	8,06,169	...	8,06,169	Total		
19,781	18,361	3,54,835	...	3,54,835	1st half	IV	
13,147	13,480	3,10,646	...	3,10,646	2nd half		
32,928	31,841	6,65,481	...	6,65,481	Total		
...	...	...	...	1,08,190	1st half	VI	
				1,20,897	2nd half		
				2,29,087	Total		
...	...	...	...	11,146	1st half	IX	(a) Expenditure incurred direct by the State.
	(a)24,163	(a)24,163	...	(b)37,516	2nd half		(b) Including R13,352 charged by the Nizam's Guaranteed State railway for working the line. The details are included with the figures of the former line.
	24,163	24,163	...	48,662	Total		
307	625	6,162	...	6,162	1st half	X	
199	1,160	7,926	...	7,926	2nd half		
506	1,785	14,088	...	14,088	Total		
2,99,071	4,34,005	30,29,746	63,507	29,66,239	1st half	XI	
2,87,978	2,65,083	29,50,206	79,964	28,70,242	2nd half		
5,87,049	6,99,088	59,79,952	1,43,471	58,36,481	Total		
4,333	937	25,109	...	25,109	1st half	XII	
...	...	...	...	28,328	2nd half		
4,333	937	25,109	...	53,437	Total		
42,235	68,368	7,30,236	...	7,30,236	1st half	XIII	
49,394	48,923	6,09,306	...	6,09,306	2nd half		
91,629	1,17,291	13,39,542	...	13,39,542	Total		
1,08,071	55,601	7,16,771	...	7,16,771	1st half	XIV	(c) Including the metre and special gauge sections of the undertaking.
1,07,056	56,552	6,78,124	...	6,78,124	2nd half		
2,15,727	1,12,153	13,94,895	...	13,94,895	Total		
320	1,609	19,350	...	19,350	1st half	XV	
1,210	1,473	15,655	...	15,655	2nd half		
1,530	3,082	35,005	...	35,005	Total		
6,801	5,850	1,96,145	...	1,96,145	1st half	XVI	
21,150	35,994	2,26,341	...	2,26,341	2nd half		
27,951	41,844	4,22,486	...	4,22,486	Total		
1,68,617	5,80,232	25,94,311	27,046	25,67,265	1st half	XVIII	
1,15,777	4,92,262	20,39,145	+1,587	20,40,732	2nd half		
2,84,394	10,72,494	46,33,456	25,459	46,07,997	Total		
68,733	2,48,865	14,45,336	15,024	14,30,312	1st half	XIX	
78,446	2,41,267	12,64,059	12,129	12,51,930	2nd half		
1,47,179	4,90,132	27,09,395	27,153	26,82,242	Total		
76,346	1,06,320	6,33,458	13,352	6,20,106	1st half	XX	
68,211	1,08,569	6,42,611	15,107	6,27,504	2nd half		
1,44,557	2,14,889	12,76,059	28,459	12,47,610	Total		
15,303	18,356	2,48,609	11,146	2,37,463	1st half	XXXII	
11,619	34,010	3,06,249	13,352	2,92,897	2nd half		
26,922	52,366	5,54,858	24,498	5,30,360	Total		
11,02,987	18,31,141	1,32,28,491	2,00,968	1,31,46,859	1st half		
11,65,644	16,21,356	1,13,73,801	1,45,260	1,13,91,119	2nd half		
22,68,631	34,52,497	2,46,02,292	3,46,228	2,45,37,978	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1897. [From Abstract A of

Classification Number.	Railway.	1897.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE .	1st half	16,31,898	25,66,599	40,10,474	20,07,540	77,852
		2nd half	16,85,584	25,21,272	30,08,924	13,02,433	68,588
		Total .	33,17,482	50,87,871	70,19,398	33,09,973	1,46,440
XXXIII	Nágdá-Ujjain	1st half					
		2nd half					
		Total .					
XXXIV	The Gaekwar's Petlád . . .	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total .					
XXXV	Kolar Gold-fields	1st half					
		2nd half	Included with the Madras railway.				
		Total .					
XXXVI	Rájpura-Bhátinda	1st half					
		2nd half					
		Total .					
XXXVII	Jammu and Kashmir (Native state section)	1st half	Included with the North Western State railway.				
		2nd half					
		Total .					
	TOTAL STANDARD GAUGE .	1st half	16,31,898	25,66,599	40,10,474	20,07,540	77,852
		2nd half	16,85,584	25,21,272	30,08,924	13,02,433	68,588
		Total .	33,17,482	50,87,871	70,19,398	33,09,973	1,46,440
	METRE GAUGE.						
XXXIX	Bengal and North-Western— Tirhoot section / Company's section	1st half	63,744	90,983	97,222	22,921	...
		2nd half	60,390	82,038	83,583	25,319	1,261
		Total .	1,24,134	1,73,021	1,80,805	48,240	1,261
XLI	Rajputana-Malwa	1st half	1,85,680	3,40,228	3,52,642	49,723	...
		2nd half	1,77,609	2,08,547	3,89,086	41,653	...
		Total .	3,63,289	6,38,775	7,41,728	91,376	...
XLII	Pálanpur-Deesa	1st half					
		2nd half	Included with the Rajputana-Malwa railway.				
		Total .					
XLIII	Southern Mahratta	1st half	1,37,198	1,97,138	99,599	45,695	...
		2nd half	1,37,744	1,99,113	78,076	82,458	...
		Total .	2,74,942	3,96,251	1,77,675	1,28,153	...
XLIV	Guntakal-Mysore frontier . . .	1st half					
		2nd half					
		Total .					
XLV	Mysore section (Southern Mahratta) .	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total .					
XLVI	South Indian	1st half	1,21,819	1,14,843	2,46,973	52,180	...
		2nd half	1,23,325	1,21,383	3,28,444	31,769	...
		Total .	2,45,144	2,36,226	5,75,417	83,949	...
XLVII	Máyavaram-Mutupet	1st half					
		2nd half	Included with the South Indian railway.				
		Total .					
XLVIII	Assam-Bengal	1st half	48,841	86,083	409	25	...
		2nd half	43,565	63,306	365	623	...
		Total	02,406	1,49,389	774	648	...
XLIX	Burma	1st half	1,08,178	2,47,306	79,081	55,981	2,070
		2nd half	1,28,789	2,72,992	97,583	35,046	2,459
		Total .	2,36,967	5,20,358	1,76,664	91,927	4,529
LIII	Deoghur	1st half					
		2nd half	Details not furnished.				
		Total .					
LIV	Rohilkund and Kumaon (Company's section) (*a*)	1st half	17,292	26,610	22,194	10,803	2,223
		2nd half	16,848	23,371	13,934	16,048	2,299
		Total .	34,140	49,981	30,128	26,911	4,522
LV	Bengal Dooars	1st half	2,658	4,781	166	5,993	...
		2nd half	2,802	5,702	1,677	—54	...
		Total .	5,460	10,483	1,843	5,939	...
	TOTAL METRE GAUGE .	1st half	6,85,410	11,08,032	8,98,286	2,43,381	4,293
		2nd half	6,91,072	10,66,452	9,92,748	2,33,762	6,019
	carried over .	Total(*b*)	13,76,482	21,74,484	18,91,034	4,77,143	10,312

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1897.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹			
11,02,087	18,31,141	1,32,28,491	2,00,968	1,31,46,859	1st half		
11,65,644	16,21,356	1,13,73,801	1,45,260	1,13,91,119	2nd half		
22,68,631	34,52,497	2,46,02,292	3,46,228	2,45,37,978	Total		
				11,601	1st half	XXXIII	
				7,988	2nd half		
				19,589	Total		
				3,473	1st half	XXXIV	
				4,141	2nd half		
				7,564	Total		
				13,352	1st half	XXXV	
				15,100	2nd half		
				28,452	Total		
				63,507	1st half	XXXVI	
				47,538	2nd half		
				1,11,045	Total		
				...	1st half	XXXVII	
				4,097	2nd half		
				4,097	Total		
11,02,987	18,31,141	1,32,28,491	2,00,968	1,32,38,742	1st half		
11,65,644	16,21,356	1,13,73,801	1,45,260	1,14,69,983	2nd half		
22,68,631	34,52,497	2,46,02,292	3,46,228	2,47,08,725	Total		
22,615	55,593	3,53,078	...	3,53,078	1st half	XXXIX	
27,027	94,750	3,74,368	...	3,74,368	2nd half		
49,642	1,50,343	7,27,446	...	7,27,446	Total		
83,422	95,436	11,07,131	1,31,043	9,76,088	1st half	XLI	
64,217	92,621	10,63,733	1,44,391	9,19,342	2nd half		
1,47,639	1,88,057	21,70,864	2,75,434	18,95,430	Total		
				2,522	1st half	XLII	
				1,910	2nd half		
				4,432	Total		
49,578	55,792	5,85,000	1,64,145	4,20,855	1st half	XLIII	
48,816	61,685	6,07,892	2,05,002	4,02,890	2nd half		
98,394	1,17,477	11,92,892	3,69,147	8,23,745	Total		
				34,206	1st half	XLIV	
				47,153	2nd half		
				81,359	Total		
				1,06,333	1st half	XLV	
				1,30,622	2nd half		
				2,36,955	Total		
38,283	53,197	6,27,295	89,636	5,37,659	1st half	XLVI	
23,305	62,602	6,90,828	99,657	5,91,171	2nd half		
61,588	1,15,799	13,18,123	1,89,293	11,28,830	Total		
				15,462	1st half	XLVII	
				17,318	2nd half		
				32,780	Total		
2,005	45	1,37,408	...	1,37,408	1st half	XLVIII	
10,234	378	1,18,471	...	1,18,471	2nd half		
12,239	423	2,55,879	..	2,55,879	Total		
55,474	54,632	6,02,782	...	6,02,782	1st half	XLIX	
44,485	59,843	6,42,097	...	6,42,097	2nd half		
99,959	1,14,475	12,44,879	...	12,44,879	Total		
...	...	4,186	...	4,186	1st half	LIII	
					2nd half		
		4,186	...	4,186	Total		
4,158	8,514	91,854	...	91,854	1st half	LIV	
5,537	4,782	82,819	...	82,819	2nd half		
9,695	13,296	1,74,673	...	1,74,673	Total		
1,569	264	15,431	...	15,431	1st half	LV	
1,050	149	11,326	...	11,326	2nd half		
2,619	413	26,757	...	26,757	Total		
2,57,104	3,23,473	35,19,979	3,84,824	32,93,678	1st half		
2,24,671	3,76,810	35,91,534	4,49,050	33,39,487	2nd half		
4,81,775	7,00,283	71,15,699	8,33,874	66,37,351	Total (*b*)		

(*a*) Including the Lucknow-Bareilly section.

(*b*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1897. [From Abstract A of

Classification Number.	Railway.	1897.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	6,85,410	11,08,032	8,98,286	2,43,381	4,293
		2nd half	6,91,072	10,66,452	9,92,748	2,33,762	6,019
		Total(*a*)	13,76,482	21,74,484	18,91,034	4,77,143	10,312
LVI	Dibru-Sadiya	1st half	8,576	17,290	1,04,114	4,092	...
		2nd half	8,436	16,931	90,657	3,386	...
		Total	17,012	34,221	1,94,771	7,478	...
LVII	Ledo and Tikak-Margherita Colliery	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LVIII	Ahmedabad-Parántij (*b*)	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXIII	The Gaekwar's Mehsána	1st half					
		2nd half					
		Total					
LXIV	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LXV	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total					
LXVI	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXIX	Jodhpore-Bickaneer—						
	Jodhpore section	1st half	5,507	31,671	—629	643	...
		2nd half	5,598	27,972	—1,312	697	...
		Total	11,105	59,643	—1,941	1,340	...
	Bickaneer section	1st half	762	4,649	—43	30	...
		2nd half	758	3,786	4	30	...
		Total	1,520	8,435	39	60	...
LXX	Oodeypore-Chitor	1st half	3,316	8,185	303	8,587	...
		2nd half	2,397	8,265	323	576	...
		Total	5,713	16,450	626	9,163	...
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	1st half	25,038	44,209	31,031	3,671	...
		2nd half	25,682	45,014	20,579	5,738	...
		Total	50,720	89,223	51,610	9,409	...
LXXII	Jetalsar-Rájkot	1st half	2,090	6,619	1,397	104	...
		2nd half	2,106	6,475	1,192	507	...
		Total	4,196	13,094	2,589	611	...
LXXIII	Jámnagar (*c*)	1st half	...	...	...	...	...
		2nd half	1,266	11,359	34	...	...
		Total	1,266	11,359	34	...	...
	TOTAL METRE GAUGE	1st half	7,30,699	12,20,655	10,34,459	2,60,508	4,293
		2nd half	7,37,315	11,86,254	11,04,225	2,44,696	6,019
		Total (*a*)	14,68,014	24,06,909	21,38,684	5,05,204	10,312
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXX	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXI	Darjeeling-Himaalyan (2′ 0″)	1st half	10,703	8,998	9,158	5,655	...
		2nd half	10,629	9,144	4,439	7,052	...
		Total	21,332	18,142	13,597	12,707	...
LXXXII	Bársi Light (2′ 6″) (*d*)	1st half	1,463	2,364	20	53	...
		2nd half	2,045	3,521	139	873	...
		Total	3,508	5,885	159	926	...
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	2,914	9,650	6,418	2,509	...
		2nd half	2,941	7,967	8,593	1,976	...
		Total	5,855	17,617	15,011	4,485	...
LXXXIV	Rajpipla (2′ 6″) (*e*)	1st half	...	...	...	...	...
		2nd half	936	1,840	400	250	...
		Total	936	1,840	400	250	...
LXXXVI	Cooch Behar (2′ 6″)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
LXXXVII	Morvi (2′ 6″)	1st half	4,964	12,351	525	205	...
		2nd half	4,645	12,391	2,879	214	...
		Total	9,609	24,742	3,404	419	...
	TOTAL SPECIAL GAUGES	1st half	20,044	33,363	16,121	8,422	...
		2nd half	21,196	34,863	16,450	10,365	...
		Total	41,240	68,226	32,571	18,787	...
	TOTAL OF ALL GAUGES FOR THE YEAR	...	48,26,736	75,63,006	91,90,653	38,33,964	1,56,752

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS, AND STATIONS—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Repairs of stations and buildings.	Other charges.	Total.	Deductions.	Net Total.	1897.	Classification Number.	Remarks.
₹	₹	₹	₹	₹			
2,57,104	3,23,473	35,19,979	3,84,824	32,93,678	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
2,24,671	3,76,810	35,91,534	4,49,050	33,39,487	2nd half		
4,81,775	7,00,283	71,15,699	8,33,874	66,37,351	Total (a)		
7,193	3,351	1,44,616	...	1,44,616	1st half	LVI	
3,708	848	1,23,966	...	1,23,966	2nd half		
10,901	4,199	2,68,582	...	2,68,582	Total		
...	...	15,440	...	15,440	1st half	LVII	
...	...	6,944	...	6,944	2nd half		
...	...	22,384	...	22,384	Total		(b) Opened for traffic on the 1st May 1897.
				1,659	1st half	LVIII	
				5,485	2nd half		
				7,144	Total		
				18,672	1st half	LXIII	
				16,099	2nd half		
				34,771	Total		
				6,950	1st half	LXIV	
				5,307	2nd half		
				12,257	Total		
				14,837	1st half	LXV	
				19,079	2nd half		
				33,916	Total		
				1,818	1st half	LXVI	
				2,811	2nd half		
				4,659	Total		
2,452	4,549	44,193	...	44,193	1st half		
1,941	1,599	36,495	...	36,495	2nd half		
4,393	6,148	80,688	...	80,688	Total	LXIX	
110	142	5,650	...	5,650	1st half		
244	132	4,954	...	4,954	2nd half		
354	274	10,604	...	10,604	Total		
271	2,790	23,452	...	23,452	1st half	LXX	
490	8	12,059	...	12,059	2nd half		
761	2,798	35,511	...	35,511	Total		
11,516	12,444	1,27,909	...	1,27,909	1st half	LXXI	
9,855	13,101	1,19,969	...	1,19,969	2nd half		
21,371	25,545	2,47,878	...	2,47,878	Total		
886	832	11,928	...	11,928	1st half	LXXII	
494	2,372	13,146	...	13,146	2nd half		
1,380	3,204	25,074	...	25,074	Total		
...	...	...	...	...	1st half	LXXIII	(c) Opened for traffic on the 8th April 1897.
5	133	12,797	...	12,797	2nd half		
5	133	12,797	...	12,797	Total		
2,79,532	3,47,581	38,93,167	3,84,824	37,10,802	1st half		
2,41,408	3,95,003	39,21,804	4,49,050	37,18,628	2nd half		
5,20,940	7,42,584	78,19,217	8,33,874	74,33,616	Total (a)		
...	...	2,327	...	2,327	1st half		
...	...	20,572	...	20,572	2nd half		
...	...	22,899	...	22,899	Total		
...	...	11,650	...	11,650	1st half	LXXX	
...	...	11,664	...	11,664	2nd half		
...	...	23,314	...	23,314	Total		
7,424	4,601	46,539	1,666	44,873	1st half	LXXXI	
6,596	2,397	40,257	5,727	34,530	2nd half		
14,020	6,998	86,796	7,393	79,403	Total		
271	1	4,172	...	4,172	1st half	LXXXII	(d) Opened for traffic on the 1st March 1897.
436	46	7,060	...	7,060	2nd half		
707	47	11,232	...	11,232	Total		
1,698	2,728	25,917	...	25,917	1st half	LXXXIII	
1,515	907	23,899	...	23,899	2nd half		
3,213	3,635	49,816	...	49,816	Total		
...	...	...	...	...	1st half	LXXXIV	(e) Opened for traffic on the 1st July 1897.
...	...	3,426	...	3,426	2nd half		
...	...	3,426	...	3,426	Total		
...	...	6,094	...	6,094	1st half	LXXXVI	
...	...	3,881	...	3,881	2nd half		
...	...	9,975	...	9,975	Total		
748	801	19,594	15	19,579	1st half	LXXXVII	
1,484	967	22,580	12	22,568	2nd half		
2,232	1,768	42,174	27	42,147	Total		
10,141	8,131	1,16,293	1,681	1,14,612	1st half		
10,031	4,317	1,33,339	5,739	1,27,600	2nd half		
20,172	12,448	2,49,632	7,420	2,42,212	Total		
28,09,743	42,07,529	3,26,71,141	11,87,522	3,23,84,553			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1897. [From Abstract B of

Classification Number.	Railway.	1897.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE.		₹	₹	₹	₹	₹
I	East Indian . . .	1st half	2,36,203	7,67,588	3,32,314	48,565	1,38,413
		2nd half	2,43,959	7,52,279	3,42,323	40,382	1,49,426
		Total .	4,80,162	15,19,867	6,74,637	88,947	2,87,839
II	Bengal Central . . .	1st half	4,945	5,665	24,969	789	1,940
		2nd half	6,048	8,791	32,968	1,170	3,633
		Total .	10,993	14,456	57,937	1,959	5,573
III	Bengal-Nágpur . . .	1st half	61,420	1,12,171	65,259	11,345	17,585
		2nd half	60,575	1,18,099	63,109	9,234	21,374
		Total .	1,21,995	2,30,270	1,28,368	20,579	38,959
IV	Indian Midland . . .	1st half	50,433	1,15,268	2,35,427	18,326	24,701
		2nd half	49,951	1,11,160	2,10,645	14,313	26,909
		Total .	1,00,384	2,26,428	4,46,072	32,639	51,610
VI	Godhra-Rutlam-Nágdá . .	1st half 2nd half Total .	Included with the Rajputana-Malwa railway.				
IX	Bezwada extension (East Coast State).	1st half 2nd half Total .	Included with the Nizam's Guaranteed State railway.				
X	Madras-Ennúr section (Bezwada-Madras).	1st half 2nd half Total .	Included with the Madras railway.				
XI	North Western State . .	1st half	2,49,577	6,17,868	11,89,355	62,102	88,316
		2nd half	2,65,372	6,49,052	14,39,211	77,853	1,18,168
		Total .	5,14,949	12,66,920	26,28,566	1,39,955	2,06,484
XII	Hyderabad-Shadipalli . .	1st half 2nd half Total	Included with the North Western State railway.				...
XIII	Oudh and Rohilkhand State .	1st half	55,411	75,298	2,27,044	8,758	26,171
		2nd half	56,081	75,428	2,07,081	9,921	21,771
		Total .	1,11,492	1,50,726	4,34,125	18,679	47,942
XIV	Eastern Bengal State (*a*) .	1st half	68,448	1,67,127	2,20,315	14,487	30,321
		2nd half	71,291	1,86,197	2,22,576	14,969	36,395
		Total .	1,39,739	3,53,324	4,42,891	29,456	66,716
XV	Calcutta Port Commissioners' .	1st half	...	6,373	5,240	...	962
		2nd half	...	6,414	5,001	...	1,072
		Total .	...	12,787	10,241	...	2,034
XVI	East Coast State . . .	1st half	41,463	69,592	96,647	6,368	14,478
		2nd half	38,251	70,476	1,06,461	5,310	15,246
		Total .	79,714	1,40,068	2,03,108	11,678	29,724
XVIII	Great Indian Peninsula . .	1st half	1,75,193	8,44,323	10,22,912	88,820	89,404
		2nd half	1,76,724	8,15,254	9,85,066	93,511	95,807
		Total .	3,51,917	16,59,577	20,07,978	1,82,331	1,85,211
XIX	Bombay, Baroda and Central India	1st half	61,974	2,28,048	5,95,185	33,470	40,532
		2nd half	63,725	2,09,949	4,17,102	35,917	38,250
		Total .	1,25,699	4,37,997	10,12,287	69,387	78,782
XX	Madras	1st half	66,714	1,73,617	4,37,821	18,347	24,715
		2nd half	66,342	1,79,874	4,67,916	17,143	26,319
		Total .	1,33,056	3,53,491	9,05,737	35,490	51,034
XXIII	Southern Punjab (Delhi-Samásata). (*b*)	1st half 2nd half Total .	Included with the North-Western railway.				
XXXII	The Nizam's Guaranteed State	1st half	27,893	46,551	58,174	9,927	8,869
		2nd half	27,702	47,869	64,852	10,907	10,123
		Total .	55,595	94,420	1,23,026	20,834	18,992
	TOTAL STANDARD GAUGE carried over.	1st half	10,99,674	32,29,489	45,10,662	3,21,304	5,06,407
		2nd half	11,26,021	32,30,842	45,64,311	3,30,030	5,64,493
		Total .	22,25,695	64,60,331	90,74,973	6,51,934	10,70,900

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Maintenance and renewal of: Locomotive engines.	Maintenance and renewal of: Machinery.	Other charges.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
R	R	R	R	R	R			
4,18,953	44,200	3,72,158	23,58,394	14,918	23,43,476	1st half	I	
5,74,836	54,796	4,11,716	25,69,717	..	25,69,717	2nd half		
9,93,789	98,996	7,83,874	49,28,111	14,918	49,13,193	Total.		
2,174	1,487	1,572	43,541	...	43,541	1st half	II	
39,735	494	4,299	97,138	...	97,138	2nd half		
41,909	1,981	5,871	1,40,679		1,40,679	Total.		
1,09,892	6,584	56,915	4,41,171	...	4,41,171	1st half	III	
1,00,103	7,085	75,322	4,54,901	...	4,54,901	2nd half		
2,09,995	13,669	1,32,237	8,96,072	...	8,96,072	Total.		
1,34,329	6,407	77,938	6,62,909	...	6,62,909	1st hal	IV	
1,39,656	8,652	60,419	6,21,705	...	6,21,705	2nd hal		
2,73,985	15,119	1,38,377	12,84,614	...	12,84,614	Total.		
					1,80,028	1st half	VI	
					1,47,522	2nd half		
					3,27,550	Total .		
					10,496	1st half	IX	
					10,498	2nd half		
					20,994	Total.		
					6,217	1st half	X	
					5,581	2nd half		
					11,798	Total .		
6,11,990	57,630	1,54,414	30,31,252	1,02,105	29,29,147	1st half	XI	
7,28,357	76,696	3,27,288	36,81,997	1,15,578	35,66,419	2nd half		
13,40,347	1,34,326	4,81,702	67,13,249	2,17,683	64,95,566	Total.		
					23,012	1st half	XII	
					23,892	2nd half		
					46,904	Total.		
1,30,839	10,760	80,449	6,14,730	...	6,14,730	1st half	XIII	
3,15,527	14,390	52,904	7,53,103	...	7,53,103	2nd half		
4,46,366	25,150	1,33,353	13,67,833	...	13,67,833	Total.		
1,32,027	25,591	81,798	7,40,114	...	7,40,114	1st half	XIV	
4,14,550	18,528	33,104	9,97,610	...	9,97,610	2nd half		
5,46,577	44,119	1,14,902	17,37,724	...	17,37,724	Total.		
10,397	211	...	23,183	...	23,183	1st half	XV	
8,271	176	...	20,934	...	20,934	2nd half		
18,668	387	...	44,117	...	44,117	Total.		
87,713	9,351	27,607	3,53,219	...	3,53,219	1st half	XVI	
69,625	6,944	40,402	3,52,715	...	3,52,715	2nd half		
1,57,338	16,295	68,009	7,05,934	...	7,05,934	Total.		
7,23,581	40,083	3,71,047	33,55,363	...	33,55,363	1st half	XVIII	
9,14,402	46,159	4,93,296	3,620,219	...	36,20,219	2nd half		
16,37,983	86,242	8,64,343	69,75,582	...	69,75,582	Total.		
2,32,938	35,861	74,340	13,02,348	16,528	12,85,820	1st half	XIX	
2,24,793	31,069	1,43,465	11,64,270	13,248	11,51,022	2nd half		
4,57,731	66,930	2,17,805	24,66,618	29,776	24,36,842	Total.		
2,51,601	6,678	84,008	10,63,501	24,703	10,38,798	1st half	XX	
2,58,518	8,063	82,443	11,06,618	27,534	10,79,084	2nd half		
5,10,119	14,741	1,66,451	21,70,119	52,237	21,17,882	Total.		
					...	1st half	XXIII	(*b*) Opened for traffic on the 10th November 1897.
					27,378	2nd half		
					27,378	Total .		
45,267	5,634	32,016	2,34,331	10,496	2,23,835	1st half	XXXII	
48,279	6,041	25,176	2,40,949	10,498	2,30,451	2nd half		
93,546	11,675	57,192	4,75,280	20,994	4,54,286	Total.		
28,91,701	2,50,537	14,14,283	1,42,24,056	1,68,750	1,42,75,059	1st half		
38,36,652	2,79,093	17,49,834	1,56,81,876	1,66,858	1,57,29,889	2nd half		
67,28,353	5,29,630	31,64,116	2,99,05,932	3,35,608	3,00,04,948	Total.		

(*a*) Including the metre and special gauge sections of the undertaking.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1897. [From Abstract B of

Classification Number.	Railway.	1897.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	10,99,674	32,29,489	45,10,662	3,21,304	5,06,407
		2nd half	11,26,021	32,30,842	45,64,311	3,30,630	5,64,493
		Total .	22,25,695	64,60,331	90,74,973	6,51,934	10,70,900
XXXIII	Nágdá-Ujjain . . .	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total .					
XXXIV	The Gaekwar's Petlád .	1st half					
		2nd half					
		Total .					
XXXV	Kolar Gold-fields . . .	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXVI	Rájpura-Bhátinda . . .	1st half	Included with the North Western State railway.				
		2nd half					
		Total .					
XXXVII	Jammu and Kashmir (Native State section).	1st half					
		2nd half					
		Total .					
	TOTAL STANDARD GAUGE .	1st half	10,99,674	32,29,489	45,10,662	3,21,304	5,06,407
		2nd half	11,26,021	32,30,842	45,64,311	3,30,630	5,64,493
		Total .	22,25,695	64,60,331	90,74,973	6,51,934	10,70,900
	METRE GAUGE.						
XXXIX	Bengal and North-Western—Tirhoot section / Company's section .	1st half	30,405	62,112	94,547	6,278	11,788
		2nd half	31,458	62,390	72,546	7,121	12,259
		Total .	61,863	1,24,502	1,67,093	13,399	24,047
XLI	Rajputana-Malwa . . .	1st half	1,70,244	3,53,827	7,53,724	43,453	29,056
		2nd half	1,62,207	3,30,387	6,59,812	37,409	32,875
		Total .	3,32,451	6,84,214	14,13,536	80,862	61,931
XLII	Pálanpur-Deesa . . .	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total .					
XLIII	Southern Mahratta . .	1st half	87,879	1,77,443	3,01,462	23,361	19,416
		2nd half	84,071	1,74,229	2,95,755	25,458	20,421
		Total .	1,71,950	3,51,672	5,97,217	48,819	39,837
XLIV	Guntakal-Mysore frontier .	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total .					
XLV	Mysore section (Southern Mahratta)	1st half					
		2nd half					
		Total .					
XLVI	South Indian	1st half	69,927	1,65,766	3,92,397	17,622	36,768
		2nd half	65,566	1,63,991	3,79,166	19,202	39,949
		Total .	1,35,493	3,29,757	7,71,563	36,824	76,717
XLVII	Máyavaram-Mutupet . .	1st half	Included with the South Indian railway.				
		2nd half					
		Total .					
XLVIII	Assam-Bengal . . .	1st half	18,402	26,545	64,936	5,193	7,504
		2nd half	12,098	18,142	24,273	4,513	4,153
		Total .	30,500	44,687	89,209	9,706	11,657
XLIX	Burma	1st half	71,703	1,97,343	2,94,068	22,153	26,708
		2nd half	81,863	1,87,262	2,27,643	21,428	26,126
		Total .	1,53,566	3,84,605	5,21,711	43,581	52,834
LIII	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total .					
LIV	Rohilkund and Kumaon (Company's section) (*a*).	1st half	10,760	12,679	23,093	2,551	3,718
		2nd half	10,078	11,364	20,760	2,318	3,429
		Total .	20,838	24,043	43,853	4,869	7,147
LV	Bengal Doears . . .	1st half	1,661	1,221	7,329	212	871
		2nd half	1,671	1,395	6,364	214	621
		Total .	3,332	2,616	13,693	426	1,492
	TOTAL METRE GAUGE carried over.	1st half	4,60,981	9,90,936	19,31,556	1,20,823	1,35,829
		2nd half	4,49,012	9,49,160	16,86,319	1,17,663	1,30,833
		Total (*b*)	9,09,993	19,40,096	36,17,875	2,38,186	2,75,662

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Maintenance and renewal of		Other charges.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
Locomotive engines.	Machinery.							
R	*R*	*R*	*R*	*R*	*R*			
28,91,701	2,50,537	14,14,282	1,42,24,056	1,68,750	1,42,75,059	1st half		
38,36,652	2,79,093	17,49,834	1,56,81,876	1,66,858	1,57,29,889	2nd half		
67,28,353	5,29,630	31,64,116	2,99,05,932	3,35,608	3,00,04,948	Total.		
					11,070	1st half	XXXIII	
					7,566	2nd half		
					18,636	Total.		
					5,458	1st half	XXXIV	
					5,682	2nd half		
					11,140	Total.		
					18,486	1st half	XXXV	
					21,953	2nd half		
					40,439	Total.		
					79,093	1st half	XXXVI	
					59,205	2nd half		
					1,38,298	Total.		
					...	1st half	XXXVII	
					5,103	2nd half		
					5,103	Total.		
28,91,701	2,50,537	14,14,282	1,42,24,056	1,68,750	1,43,89,166	1st half		
38,36,652	2,79,093	17,49,834	1,56,81,876	1,66,858	1,58,29,398	2nd half		
67,28,353	5,29,630	31,64,116	2,99,05,932	3,35,608	3,02,18,564	Total.		
46,298	3,802	22,319	2,77,549	...	2,77,549	1st half	XXXIX	
47,556	3,318	12,354	2,49,002	...	2,49,002	2nd half		
93,854	7,120	34,673	5,26,551	...	5,26,551	Total.		
3,84,158	24,668	82,856	18,41,986	2,28,256	16,13,730	1st half	XLI	
3,46,910	20,021	67,786	16,57,407	1,94,957	14,62,450	2nd half		
7,31,068	44,689	1,50,642	34,99,393	4,23,213	30,76,180	Total.		
					4,169	1st half	XLII	
					3,038	2nd half		
					7,207	Total.		
1,50,404	28,704	1,48,363	9,37,032	2,64,205	6,72,827	1st half	XLIII	
1,61,593	22,938	1,86,041	9,70,506	3,27,453	6,43,053	2nd half		
3,11,997	51,642	3,34,404	19,07,538	5,91,658	13,15,880	Total.		
					54,685	1st half	XLIV	
					75,261	2nd half		
					1.29,946	Total.		
					1,71,408	1st half	XLV	
					2,09,893	2nd half		
					3.81,301	Total.		
1,58,051	2,040	31,929	8,74,500	32,329	8,42,171	1st half	XLVI	
1,79,005	1,676	59,314	9,07,869	34,164	8,73,705	2nd half		
3,37,056	3,716	91,243	17,82,369	66,493	17,15,876	Total.		
					24,220	1st half	XLVII	
					25,594	2nd half		
					49,814	Total.		
5,253	629	2,354	1,30,816	...	1,30,816	1st half	XLVIII	
9,007	277	5,518	77,981	...	77,981	2nd half		
14,260	906	7,872	2,08.797	...	2,08,797	Total.		
1,21,771	11,541	38,132	7,83,419	...	7,83,419	1st half	XLIX	
1.54,981	14,535	37,089	7,50,927	...	7,50,927	2nd half		
2,76,752	26,076	75,221	15,34,346	...	15,34,346	Total.		
			6,209	...	6,209	1st half	LIII	
						2nd half		
			6,209	...	6,209	Total.		
19,755	1,454	3,680	77,690	...	77,690	1st half	LIV	(*a*) Including the Lucknow-Bareilly section.
13,227	1,613	9,210	71,999	...	71,999	2nd half		
32,982	3,067	12,890	1,49,689		1,49,689	Total.		
1,456	56	...	12,806	...	12,806	1st half	LV	
1,287	29	1,169	12,750	...	12,750	2nd half		
2,743	85	1,169	25,556	...	25,556	Total.		
8,87,146	72,894	3,29,633	49,35,798	5,24,790	46,65,490	1st half		
9,13,566	64,407	3,78,481	46,98,141	5,56,574	44,55,653	2nd half		
18,00,712	1,37,301	7,08,114	96,40,448	10,81,364	91,27,352	Total (*b*		) Including the Deoghur railway for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1897. [From Abstract B of

Classification Number.	Railway.	1897.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,60,981	9,96,936	19,31,556	1,20,823	1,35,829
		2nd half	4,49,012	9,49,160	16,86,319	1,17,663	1,39,833
		Total (*a*)	9,09,993	19,46,096	36,17,875	2,38,486	2,75,662
LVI	Dibru-Sadiya	1st half	4,651	8,700	14,673	1,742	2,206
		2nd half	4,873	8,596	14,136	1,656	1,945
		Total	9,524	17,296	28,809	3,398	4,151
LVII	Ledo and Tikak-Margherita Colliery.	1st half 2nd half Total	Included with the Dibru-Sadiya railway.				
LVIII	Ahmedabad-Pʼárantij (*b*)	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				
LXIII	The Gaekwar's Mehsána	1st half 2nd half Total					
LXIV	Kolhápur	1st half 2nd half Total	Included with the Southern Mahratta railway.				
LXV	Yesvantpur-Mysore frontier	1st half 2nd half Total					
LXVI	Mysore-Nanjangúd	1st half 2nd half Total					
LXIX	Jodhpore-Bickaneer—						
	Jodhpore section	1st half	5,542	7,961	48,796	2,676	5,139
		2nd half	5,423	8,117	35,469	2,311	3,572
		Total	10,965	16,078	84,265	4,987	8,711
	Bickaneer section	1st half	809	1,196	7,146	471	754
		2nd half	733	1,119	4,899	390	505
		Total	1,542	2,315	12,045	861	1,259
LXX	Oodeypore-Chitor	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				
LXXI	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	16,184	33,990	93,444	3,175	5,937
		2nd half	15,873	29,063	68,949	2,497	4,835
		Total	32,057	63,053	1,62,393	5,672	10,772
LXXII	Jetalsar-Rájkot	1st half 2nd half Total	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.				
LXXIII	Jámnagar (*c*)	1st half 2nd half Total					
	TOTAL METRE GAUGE	1st half	4,88,167	10,48,783	20,95,615	1,28,887	1,49,865
		2nd half	4,75,914	9,96,055	18,09,772	1,24,517	1,50,690
		Total(*a*)	9,64,081	20,44,838	39,05,387	2,53,404	3,00,555
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXX	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXI	Darjeeling-Himalayan (2′ 0″)	1st half	2,889	14,502	25,044	401	3,266
		2nd half	2,947	13,975	19,348	396	3,277
		Total	5,836	28,477	44,392	797	6,543
LXXXII	Bársi Light (2′ 6″) (*d*)	1st half	948	1,922	2,426	486	232
		2nd half	1,526	2,473	3,042	728	420
		Total	2,474	4,395	5,468	1,214	652
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	456	4,091	12,750	2,347	727
		2nd half	456	3,328	6,789	2,022	1,067
		Total	912	7,419	19,539	4,369	1,794
LXXXIV	Rajpipla (2′ 6″) (*e*)	1st half	...	...	...	...	...
		2nd half	216	802	1,339	390	366
		Total	216	802	1,339	390	366
LXXXVI	Cooch Behar (2′ 6″)	1st half 2nd half Total	Details not furnished.				
LXXXVII	Morvi (2′ 6″)	1st half	2,470	4,175	19,695	632	1,297
		2nd half	2,655	4,099	22,847	599	1,284
		Total	5,125	8,274	42,542	1,231	2,581
	TOTAL SPECIAL GAUGES.	1st half	6,763	24,690	59,915	3,866	5,522
		2nd half	7,800	24,677	53,365	4,135	6,414
		Total	14,563	49,367	1,13,280	8,001	11,036
	TOTAL OF ALL GAUGES FOR THE YEAR	...	32,04,339	85,54,536	1,30,93,640	9,13,339	13,83,391

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Maintenance and renewal of: Locomotive engines.	Maintenance and renewal of: Machinery.	Other charges.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
₹	₹	₹	₹	₹	₹			
8,87,146	72,894	3,29,633	49,35,798	5,24,790	46,65,490	1st half		
9,13,566	64,407	3,78,181	46,98,441	5,56,574	44,55,653	2nd half		
18,00,712	1,37,301	7,08,114	96,40,448	10,81,364	91,27,352	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
12,476	1,792	3	46,243	1,966	44,277	1st half	LVI	
10,025	1,790	...	43,021	2,338	40,683	2nd half	LVI	
22,501	3,582	3	89,264	4,304	84,960	Total.		
					1,966	1st half	LVII	
					2,338	2nd half	LVII	
					4,304	Total .		
					2,742	1st half	LVIII	
					8,726	2nd half	LVIII	
					11,468	Total.		
					30,871	1st half	LXIII	
					25,610	2nd half	LXIII	
					56,481	Total.		
					10,989	1st half	LXIV	(*b*) Opened for traffic on the 1st May 1897.
					7,898	2nd half	LXIV	
					18 887	Total.		
					24,126	1st half	LXV	
					30,597	2nd half	LXV	
					54,723	Total.		
					2,997	1st half	LXVI	
					3,804	2nd half	LXVI	
					6,801	Total.		
11,487	1,375	3,221	86,197	...	86,197	1st half	LXIX	
9,876	1,809	4,468	71,105	...	71,105	2nd half	LXIX	
21,363	3,244	7,089	1,57,302	...	1,57,302	Total.		
1,663	203	568	12,810	...	12,810	1st half		
1,433	218	583	9,880	...	9,880	2nd half		
3,096	421	1,151	22,690	...	22,690	Total.		
					10,446	1st half	LXX	
					10,060	2nd half	LXX	
					20,506	Total.		
33,314	2,489	8,198	1,90,731	25,442	1,71,289	1st half	LXXI	
27,823	2,659	6,594	1,58,293	26,513	1,31,780	2nd half	LXXI	
61,137	5,148	14,792	3,55,024	51,955	3,03,069	Total.		
					19,884	1st half	LXXII	
					17,438	2nd half	LXXII	
					37,322	Total.		
					5,558	1st half	LXXIII	(*c*) Opened for traffic on the 8th April 1897.
					9,075	2nd half	LXXIII	
					14,633	Total.		
9,46,086	78,753	3,41,623	52,77,779	5,52,198	50,89,642	1st half		
9,62,723	70,943	3,90,126	49,80,740	5,85,425	48,24,647	2nd half		
19,08,809	1,49,696	7,31,749	1,02,64,728	11,37,623	99,20,498	Total (*a*)		
...	...	...	3,483	...	3,483	1st half		
...	...	...	3,095	...	3,095	2nd half		
			6,578	...	6,578	Total.		
...	...	...	11,106	...	11,106	1st half	LXXX	
...	...	...	8,844	...	8,844	2nd half	LXXX	
			19,950	...	19,950	Total.		
11,919	315	6,448	64,784	872	63,912	1st half	LXXXI	
18,885	1,355	4,483	64,666	25	64,641	2nd half	LXXXI	
30,804	1,670	10,931	1,29,450	897	1,28,553	Total.		
673	54	250	6,991	...	6,991	1st half	LXXXII	(*d*) Opened for traffic on the 1st March 1897.
2,528	469	287	11,473	...	11,474	2nd half	LXXXII	
3,701	523	537	17,464	...	18,465	Total.		
5,568	...	339	26,278	...	26,278	1st half	LXXXIII	
11,481	...	1,928	27,071	...	27,071	2nd half	LXXXIII	
17,049	...	2,267	53,349	...	53,349	Total.		
...	...	...	...	...	...	1st half	LXXXIV	(*e*) Opened for traffic on the 1st July 1897.
283	...	164	3,560	...	3,560	2nd half	LXXXIV	
283	...	164	3,560	...	3,560	Total.		
			2,927	...	2,927	1st half	LXXXVI	
			2,304	...	2,304	2nd half	LXXXVI	
			5,231	...	5,231	Total.		
12,658	...	202	41,129	...	41,129	1st half	LXXXVII	
5,047	...	179	36,710	138	36,572	2nd half	LXXXVII	
17,705	...	381	77,839	138	77,701	Total.		
30,818	369	7,239	1,56,698	872	1,55,826	1st half		
38,224	1.824	7,041	1,57,723	163	1,57,561	2nd half		
69,042	2,193	14,280	3,14,421	1,035	3,13,387	Total.		
87,06,204	6.81,519	39,10,146	4,04.85,082	14.74,266	4,04,52,449			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1897. [From Abstract C of

Classification Number.	Railway.	1897.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			₹	₹	₹	₹	₹
	STANDARD GAUGE.						
I	East Indian	1st half	51,147	1,85,003	6,15,673	23,627	76,138
		2nd half	51,099	1,89,602	4,45,055	22,378	90,386
		Total	1,02,246	3,74,605	10,60,728	46,005	1,66,524
II	Bengal Central	1st half	2,462	640	2,487	...	2,096
		2nd half	2,913	6,348	1,361	21	3,453
		Total	5,375	6,988	3,848	21	5,549
III	Bengal-Nágpur	1st half	15,003	19,416	51,489	1,524	35,940
		2nd half	13,637	23,920	72,797	786	23,608
		Total	28,640	43,336	1,24,286	2,310	59,548
IV	Indian Midland	1st half	19,121	51,143	49,036	4,827	19,553
		2nd half	19,008	53,466	52,624	2,919	21,176
		Total	38,129	1,04,609	1,01,660	7,746	40,729
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				
IX	Bezwada extension (East Coast State)	1st half 2nd half Total	Included with the Nizam's Guaranteed State railway.				
X	Madras-Ennúr section (Bezwada-Madras)	1st half 2nd half Total	Included with the Madras railway.				
XI	North Western State	1st half	46,052	1,63,935	1,96,452	10,555	1,13,561
		2nd half	47,207	2,06,838	2,61,502	12,398	1,21,087
		Total	93,259	3,70,773	4,57,954	22,953	2,34,648
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.				
XIII	Oudh and Rohilkhand State	1st half	12,921	1,50,114	2,74,625	6,234	27,621
		2nd half	11,312	1,48,856	24,366	4,102	26,472
		Total	24,233	2,98,970	2,98,991	10,336	54,093
XIV	Eastern Bengal State (*a*)	1st half	40,732	89,523	84,547	3,015	31,656
		2nd half	39,750	50,082	50,010	2,019	35,964
		Total	80,482	1,45,605	1,34,557	5,034	67,620
XV	Calcutta Port-Commissioners'	1st half	...	...	10,397	210	1,922
		2nd half	...	...	8,271	176	2,027
		Total	...	...	18,668	386	3,949
XVI	East Coast State	1st half	10,670	12,618	10,767	1,019	13,772
		2nd half	9,980	12,528	16,039	909	14,085
		Total	20,650	25,146	26,806	1,928	27,857
XVIII	Great Indian Peninsula	1st half	53,116	2,47,374	2,77,755	15,352	1,06,043
		2nd half	52,690	3,01,299	7,47,390	19,879	1,12,266
		Total	1,05,806	5,48,673	10,25,145	35,231	2,18,309
XIX	Bombay, Baroda and Central India	1st half	23,576	69,088	1,33,652	19,607	31,859
		2nd half	26,794	1,17,552	3,36,941	25,664	33,478
		Total	50,370	1,86,640	4,70,593	45,271	65,337
XX	Madras	1st half	19,927	69,731	1,45,428	6,057	33,015
		2nd half	19,816	71,753	1,57,766	6,498	37,987
		Total	39,743	1,41,484	3,03,194	12,555	71,002
XXIII	Southern Punjab (Delhi-Samásata) (*b*)	1st half 2nd half Total	Included with the North Western State railway.				
XXXII	The Nizam's Guaranteed State	1st half	7,038	17,562	23,532	343	11,322
		2nd half	6,403	19,015	15,040	852	12,137
		Total	13,441	36,577	38,572	1,195	23,459
XXXIII	Nágdá-Ujjain	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.				
XXXIV	The Gaekwar's Petlád	1st half 2nd half Total					
	TOTAL STANDARD GAUGE carried over	1st half	3,01,765	10,76,147	18,75,840	92,370	5,04,498
		2nd half	3,00,609	12,07,259	21,89,162	98,601	5,34,126
		Total	6,02,374	22,83,406	40,65,002	1,90,971	10,38,624

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Other charges.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
£	£	£	£			
14,467	9,66,055	6,462	9,59,593	1st half	I	
13,022	8,11,542	...	8,11,542	2nd half		
27,489	17,77,597	6,462	17,71,135	Total.		
21	7,706	...	7,706	1st half	II	
142	14,238	...	14,238	2nd half		
163	21,944	...	21,944	Total.		
14,051	1,37,423	...	1,37,423	1st half	III	
2,313	1,37,061	...	1,37,061	2nd half		
16,364	2,74,484	...	2,74,484	Total.		
379	1,44,059	...	1,44,059	1st half	IV	
470	1,49,663	...	1,49,663	2nd half		
849	2,93,722	...	2,93,722	Total.		
			22,006	1st half	VI	
			26,146	2nd half		
			48,152	Total.		
			2,815	1st half	IX	
			2,438	2nd half		
			5,253	Total.		
			1,733	1st half	X	
			1,611	2nd half		
			3,344	Total.		
17,925	5,48,480	31,157	5,17,323	1st half	XI	
15,718	6,64,750	35,268	6,29,482	2nd half		
33,643	12,13,230	66,425	11,46,805	Total.		
			7,021	1st half	XII	
			7,290	2nd half		
			14,311	Total.		
6,685	4,78,200	...	4,78,200	1st half	XIII	(a) Including the metre and special gauge sections of the undertaking.
2,844	2,17,952	...	2,17,952	2nd half		
9,529	6,96,152	...	6,96,152	Total.		
2,809	2,52,282	...	2,52,282	1st half	XIV	
4,018	1,87,843	...	1,87,843	2nd half		
6,827	4,40,125	...	4,40,125	Total.		
...	12,529	...	12,529.	1st half	XV	
...	10,474	...	10,474	2nd half		
...	23,003	...	23,003	Total.		
629	49,475	...	49,475	1st half	XVI	
1,194	54,735	...	54,735	2nd half		
1,823	1,04,210	...	1,04,210	Total.		
82,951	7,82,591	4,750	7,77,841	1st half	XVIII	
2,87,141	15,20,665	...	15,20,665	2nd half		
3,70,092	23,03,256	4,750	22,98,506	Total.		
21,781	2,99,563	3,657	2,95,906	1st half	XIX	
92,852	6,33,281	6,895	6,26,386	2nd half		
1,14,633	9,32,844	10,552	9,22,292	Total.		
22,370	2,96,528	7,092	2,89,436	1st half	XX	
25,628	3,19,448	8,061	3,11,387	2nd half		
47,998	6,15,976	15,153	6,00,823	Total.		
			...	1st half	XXIII	
			8,354	2nd half		
			8,354	Total		
2,834	62,631	2,815	59,816	1st half	XXXII	(b) Opened for traffic on the 10th November 1897.
2,302	55,749	2,438	53,311	2nd half		
5,136	1,18,380	5,253	1,13,127	Total.		
			2,401	1st half	XXXIII	
			3,803	2nd half		
			6,204	Total.		
			1,256	1st half	XXXIV	
			3,092	2nd half		
			4,348	Total.		
1,86,902	40,37,522	55,933	40,18,821	1st half		
4,47,044	47,77,401	52,062	47,77,473	2nd half		
6,34,546	88,14,923	1,08,595	87,96,294	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1897. [From Abstract C of

Classification Number.	Railway.	1897.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
	STANDARD GAUGE—*concld.*		*R*	*R*	*R*	*R*	*R*
	Brought forward STANDARD GAUGE .	1st half	3,01,765	10,76,147	18,75,840	92,370	5,04,498
		2nd half	3,00,609	12,07,259	21,89,162	98,601	5,34,126
		Total .	6,02,374	22,83,406	40,65,002	1,90,971	10,38,624
XXXV	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total .					
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XXXVII	Jammu and Kashmir (Native State section).	1st half					
		2nd half					
		Total .					
	TOTAL STANDARD GAUGE .	1st half	3,01,765	10,76,147	18,75,840	92,370	5,04,498
		2nd half	3,00,609	12,07,259	21,89,162	98,601	5,34,126
		Total .	6,02,374	22,83,406	40,65,002	1,90,971	10,38,624
	METRE GAUGE.						
XXXIX	Bengal and North-Western—						
	Tirhoot section } . . .	1st half	10,649	18,888	38,001	774	16,723
	Company's section }	2nd half	10,708	16,817	23,441	491	19,226
		Total .	21,357	35,705	61,442	1,265	35,949
XLI	Rajputana-Malwa	1st half	43,431	1,28,947	2,07,307	1,934	63,420
		2nd half	38,139	1,11,140	1,95,855	1,910	65,334
		Total .	81,570	2,40,087	4,03,162	3,844	1,28,754
XLII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total .					
XLIII	Southern Mahratta	1st half	24,987	60,755	58,087	4,576	19,317
		2nd half	24,175	98,761	67,008	4,232	20,299
		Total .	49,162	1,59,516	1,25,095	8,808	39,616
XLIV	Guntakal-Mysore frontier . .	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total .					
XLV	Mysore section (Southern Mahratta) .	1st half					
		2nd half					
		Total .					
XLVI	South Indian	1st half	23,309	1,32,587	95,307	4	22,112
		2nd half	21,855	1,30,038	69,273	...	22,245
		Total .	45,164	2,62,625	1,64,580	4	44,357
XLVII	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total .					
XLVIII	Assam-Bengal	1st half	1,758	2,890	4,140	...	4,558
		2nd half	1,827	3,487	1,406	...	3,978
		Total .	3,585	6,377	5,546	...	8,536
XLIX	Burma	1st half	21,351	51,483	69,211	2,611	26,195
		2nd half	23,109	84,620	75,784	3,300	28,827
		Total .	44,460	1,36,103	1,44,995	5,911	55,022
LIII	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total .					
LIV	Rohilkund and Kumaon (Company's section). (*a*)	1st half	4,521	4,130	9,633	221	3,819
		2nd half	4,611	2,927	9,601	372	3,925
		Total .	9,132	7,057	19,234	593	7,744
LV	Bengal Dooars	1st half	822	531	178	1	510
		2nd half	830	129	108	...	415
		Total .	1,652	660	286	1	925
	TOTAL METRE GAUGE carried over .	1st half	1,30,828	4,00,211	4,81,864	10,121	1,56,654
		2nd half	1,25,254	4,47,919	4,42,476	10,305	1,64,249
		Total (*b*)	2,56,082	8,48,130	9,24,340	20,426	3,20,903

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Other charges.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
1,86,902	40,37,522	55,933	40,18,821	1st half		
4,47,644	47,77,401	52,662	47,77,473	2nd half		
6,34,546	88,14,923	1,08,595	87,96,294	Total		
			5,188	1st half	XXXV	
			6,450	2nd half		
			11,638	Total.		
			24,136	1st half	XXXVI	
			18,067	2nd half		
			42,203	Total.		
			...	1st half	XXXVII	
			1,557	2nd half		
			1,557	Total		
1,86,902	40,37,522	55,933	40,48,145	1st half		
4,47,644	47,77,401	52,662	48,03,547	2nd half		
6,34,546	88,14,923	1,08,595	88,51,692	Total.		
1,209	86,244	...	86,244	1st half	XXXIX	
865	71,548	...	71,548	2nd half		
2,074	1,57,792	...	1,57,792	Total.		
12,927	4,57,966	34,658	4,23,308	1st half	XLI	
33,917	4,46,295	39,344	4,06,951	2nd half		
46,844	9,04,261	74,002	8,30,259	Total.		
			1,094	1st half	XLII	
			845	2nd half		
			1,939	Total.		
2,318	1,70,040	47,935	1,22,105	1st half	XLIII	
2,113	2,16,588	73,000	1,43,588	2nd half		
4,431	3,86,628	1,20,935	2,65,693	Total.		
			9,924	1st half	XLIV	
			16,805	2nd half		
			26,729	Total.		
			31,097	1st half	XLV	
			46,769	2nd half		
			77,866	Total.		
1,595	2,74,914	9,019	2,65,895	1st half	XLVI	
2,861	2,46,272	8,230	2,38,042	2nd half		
4,456	5,21,186	17,249	5,03,937	Total.		
			7,647	1st half	XLVII	
			6,973	2nd half		
			14,620	Total.		
26	13,372	...	13,372	1st half	XLVIII	
21	10,719	...	10,719	2nd half		
47	24,091	...	24,091	Total.		
2,725	1,73,576	...	1,73,576	1st half	XLIX	
3,983	2,19,623	...	2,19,623	2nd half		
6,708	3,93,199	...	3,93,199	Total.		
	697	...	697	1st half	LIII	
				2nd half		
	697	...	697	Total.		
79	22,403	...	22,403	1st half	LIV	(*a*) Including the Lucknow-Bareilly section.
27	21,463	...	21,463	2nd half		
106	43,866	...	43,866	Total.		
...	2,042	...	2,042	1st half	LV	
...	1,482	...	1,482	2nd half		
...	3,524	...	3,524	Total.		
20,879	12,00,557	91,612	11,58,707	1st half		
43,787	12,33,990	1,20,574	11,84,808	2nd half		
64,666	24,35,244	2,12,186	23,44,212	Total (*b*)		(*b*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX
STATISTICS OF INDIAN
DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1897. [From Abstract C of

Classification Number.	Railway.	1897.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
	METRE GAUGE—*concld.*		£	£	£	£	£
	Brought forward METRE GAUGE	1st half	1,30,828	4,00,211	4,81,864	10,121	1,56,654
		2nd half	1,25,254	4,47,919	4,42,476	10,305	1,64,249
		Total (*a*)	2,56,082	8,48,130	9,24,340	20,426	3,20,903
LVI	Dibru-Sadiya	1st half	2,674	3,722	15,718	...	2,772
		2nd half	2,744	3,846	13,476	918	2,870
		Total	5,418	7,568	29,194	918	5,642
LVII	Ledo and Tikak-Margherita Colliery	1st half 2nd half Total	Included with the Dibru-Sadiya railway.				
LVIII	Ahmedabad-Parántij (*b*)	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				
LXIII	The Gaekwar's Mehsána	1st half 2nd half Total					
LXIV	Kolhápur	1st half 2nd half Total	Included with the Southern Mahratta railway.				
LXV	Yesvantpur-Mysore frontier	1st half 2nd half Total					
LXVI	Mysore-Nanjangúd	1st half 2nd half Total					
LXIX	Jodhpore-Bickaneer— Jodhpore section	1st half	1,382	4,786	3,390	407	2,418
		2nd half	1,323	3,670	2,497	361	2,285
		Total	2,705	8,456	5,887	768	4,703
	Bickaneer section	1st half	213	696	461	58	378
		2nd half	179	465	348	46	334
		Total	392	1,161	809	104	712
LXX	Oodeypore-Chitor	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	1st half	5,395	9,168	8,949	1,244	3,617
		2nd half	5,291	17,234	8,872	1,329	3,393
		Total	10,686	26,402	17,821	2,573	7,010
LXXII	Jetalsar-Rájkot	1st half 2nd half Total	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.				
LXXIII	Jámnagar (*c*)	1st half 2nd half Total					
	TOTAL METRE GAUGE	1st half	1,40,492	4,18,583	5,10,382	11,830	1,65,839
		2nd half	1,34,791	4,73,134	4,67,669	12,959	1,73,131
		Total (*a*)	2,75,283	8,91,717	9,78,051	24,789	3,38,970
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXX	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXI	Darjeeling-Himalayan (2′ 0″)	1st half	2,584	6,213	10,811	89	1,493
		2nd half	2,642	8,482	13,612	90	1,642
		Total	5,226	14,695	24,423	179	3,135
LXXXII	Barsi Light (2′ 6″) (*d*)	1st half	444	136	116	...	375
		2nd half	762	395	740	69	391
		Total	1,206	531	856	69	766
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	152	3,804	5,839	...	1,652
		2nd half	152	5,460	7,324	...	1,582
		Total	304	9,264	13,163	...	3,234
LXXXIV	Rajpipla (2′ 6″) (*e*)	1st half	...	...	...	...	...
		2nd half	72	23	174	...	780
		Total	72	23	174	...	780
LXXXVI	Cooch Behar (2′ 6″)	1st half 2nd half Total	Details not furnished.				
LXXXVII	Morvi (2′ 6″)	1st half	1,366	3,833	1,101	...	1,119
		2nd half	1,478	1,450	13	...	1,226
		Total	2,864	5,283	1,114	...	2,345
	TOTAL SPECIAL GAUGES	1st half	4,560	13,986	17,867	89	4,639
		2nd half	5,106	15,810	21,863	159	5,621
		Total	9,672	29,796	39,730	248	10,260
	TOTAL OF ALL GAUGES FOR THE YEAR	...	8,87,329	32,04,919	50,82,783	2,16,008	13,87,854

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Other Charges.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
£	£	£	£			
20,879	12,00,557	91,612	11,58,707	1st half		
43,787	12,33,990	1,20,574	11,84,808	2nd half		
64,666	24,35,244	2,12,186	23,44,212	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
...	24,886	1,001	23,825	1st half	LVI	
...	23,854	1,296	22,558	2nd half	LVI	
...	48,740	2,357	46,383	Total.		
			1,001	1st half	LVII	
			1,296	2nd half	LVII	
			2,357	Total.		
			719	1st half	LVIII	(*b*) Opened for traffic on the 1st May 1897.
			2,428	2nd half	LVIII	
			3,147	Total.		
			8,098	1st half	LXIII	
			7,126	2nd half	LXIII	
			15,224	Total.		
			1,993	1st half	LXIV	
			1,760	2nd half	LXIV	
			3,753	Total.		
			4,377	1st half	LXV	
			6,818	2nd half	LXV	
			11,195	Total.		
			544	1st half	LXVI	
			848	2nd half	LXVI	
			1,392	Total.		
34	12,417	...	12,417	1st half	LXIX	
68	10,204	...	10,204	2nd half	LXIX	
102	22,621	...	22,621	Total.		
1	1,807	...	1,807	1st half		
5	1,377	...	1,377	2nd half		
0	3,184	...	3,184	Total.		
			2,740	1st half	LXX	
			2,799	2nd half	LXX	
			5,539	Total.		
529	28,902	3,738	25,164	1st half	LXXI	
711	36,830	6,169	30,661	2nd half	LXXI	
1,240	65,732	9,907	55,825	Total.		
			2,921	1st half	LXXII	
			4,057	2nd half	LXXII	
			6,978	Total.		
			817	1st half	LXXIII	(*c*) Opened for traffic on the 8th April 1897.
			2,111	2nd half	LXXIII	
			2,928	Total.		
21,443	12,68,569	96,411	12,45,190	1st half		
44,571	13,06,255	1,28,039	12,78,851	2nd half		
66,014	25,75,521	2,24,450	25,24,738	Total (*a*)		
...	1,721	...	1,721	1st half		
...	3,287	...	3,287	2nd half		
...	5,008	...	5,008	Total		
...	1,859	...	1,859	1st half	LXXX	
...	2,283	...	2,283	2nd half	LXXX	
...	4,142	...	4,142	Total.		
...	21,190	872	20,318	1st half	LXXXI	
	26,468	24	26,444	2nd half	LXXXI	
...	47,658	896	46,762	Total.		
...	1,071	...	1,071	1st half	LXXXII	
...	2,357	...	2,357	2nd half	LXXXII	(*d*) Opened for traffic on the 1st March 1897.
...	3,428	...	3,428	Total.		
614	12,061	...	12,061	1st half	LXXXIII	
2,364	16,882	...	16,882	2nd half	LXXXIII	
2,978	28,943	...	28,943	Total.		
...	...	...	...	1st half	LXXXIV	(*e*) Opened for traffic on the 1st July 1897.
101	1,150	...	1,150	2nd half	LXXXIV	
101	1,150	...	1,150	Total.		
...	927	...	927	1st half		
..	788	...	788	2nd half	LXXXVI	
...	1,715	...	1,715	Total.		
...	7,439	...	7,439	1st half	LXXXVII	
11	4,178	69	4,109	2nd half	LXXXVII	
11	11,617	69	11,548	Total.		
614	46,268	872	45,396	1st half		
2,476	57,393	93	57,300	2nd half		
3,090	1,03,661	965	1,02,696	Total.		
7,03,050	1,14,94,105	3,34,010	1,1479126			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1897. [From Abstract D of

Classification Number.	Railway.	1897.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE.		₹	₹	₹	₹	₹	₹	₹
I	East Indian	1st half	2,13,814	9,55,165	3,75,458	1,92,806	21,543	67,829	4,788
		2nd half	2,15,949	8,88,706	3,76,264	1,86,809	13,793	62,131	4,053
		Total	4,29,763	18,43,871	7,51,722	3,79,615	35,336	1,29,960	8,841
II	Bengal Central	1st half	6,395	23,994	4,151	5,483	84	6,708	...
		2nd half	7,307	41,121	5,977	8,388	98	6,405	...
		Total	13,702	65,115	10,128	13,871	182	13,113	...
III	Bengal-Nágpur	1st half	55,841	1,08,871	35,468	29,778	4,687	17,005	446
		2nd half	55,952	1,04,146	36,468	27,706	1,421	17,725	261
		Total	1,11,793	2,13,017	71,936	57,484	6,108	34,730	707
IV	Indian Midland	1st half	43,047	1,07,802	33,431	33,027	1,297	11,192	117
		2nd half	44,464	1,01,542	33,732	32,614	1,107	21,090	161
		Total	87,511	2,09,344	67,163	65,641	2,404	32,282	278
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.						
IX	Bezwada extension (East Coast State).	1st half 2nd half Total	Included with the Nizam's Guaranteed state railway.						
X	Madras-Ennúr section (Bezwada-Madras).	1st half 2nd half Total	Included with the Madras railway.						
XI	North Western State	1st half	1,98,483	6,76,404	2,38,112	1,27,032	12,282	66,823	...
		2nd half	2,00,469	7,18,892	2,47,316	1,58,781	30,121	63,490	...
		Total	3,98,952	13,95 296	4,85,428	2,85,813	42,403	1,30,313	...
XII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.						
XIII	Oudh and Rohilkhand State	1st half	58,116	1,98,561	58,118	46,204	5,633	21,007	870
		2nd half	57,415	1,85,455	53,081	45,488	2,855	17,145	872
		Total	1,15,531	3,84,016	1,11,199	91,692	8,488	38,152	1,742
XIV	Eastern Bengal State (*a*)	1st half	95,855	4,26,851	69,369	58,808	5,139	26,612	5,953
		2nd half	95,812	4,29,980	80,165	69,163	5,482	34,294	11,763
		Total	1,91,667	8,56,831	1,49,534	1,27,971	10,621	60,906	17,716
XV	Calcutta Port Commissioners'	1st half	11,961	44,925	4,077	486	729	1,680	...
		2nd half	12,566	32,450	5,086	661	858	2,278	...
		Total	24,527	77,375	9,163	1,147	1,587	3,958	...
XVI	East Coast State	1st half	32,424	76,047	19,106	19,366	1,192	10,405	610
		2nd half	33,277	79,115	23,351	13,177	4,444	12,023	256
		Total	65,701	1,55,162	42,457	32,543	5,636	22,428	866
XVIII	Great Indian Peninsula	1st half	1,40,633	6,57,958	3,98,958	1,43,427	6,275	59,286	5,045
		2nd half	1,40,524	6,69,209	3,56,591	1,82,678	21,699	67,809	4,978
		Total	2,81,157	13,27.227	7,55,549	3,26,105	27,974	1,27,095	10,023
XIX	Bombay, Baroda and Central India.	1st half	55,590	2,69,732	50,604	65,033	9,461	36,661	4,221
		2nd half	53,236	2,50,586	43,664	70,936	7,444	36,305	4,762
		Total	1,08,626	5,20,318	94.268	1,35 969	16,905	72,966	8,983
XX	Madras	1st half	70,556	1,95,672	52,945	38,264	5,426	33,678	1,284
		2nd half	72,202	1,98,524	61,971	40,876	5,951	36,732	943
		Total	1,42,758	3,94,196	1,14,916	79,140	11,377	70,410	2,227
XXIII	Southern Punjab (Delhi-Samásata)(*b*).	1st half 2nd half Total	Included with the North Western State railway.						
XXXII	The Nizam's Guaranteed state	1st half	22,462	55,070	20,916	14,287	1,314	7,457	...
		2nd half	22,440	55,101	21,434	14,219	817	8,171	...
		Total	44,902	1,10,171	42,350	28,506	2,131	15,628	...
XXXIII	Nágdá-Ujjain	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.						
XXXIV	The Gaekwar's Petlád	1st half 2nd half Total							
	TOTAL STANDARD GAUGE carried over.	1st half	10,04,977	37,97,052	13,60,713	7,74,001	75,062	3,66,343	23,334
		2nd half	10,11,613	37,54,887	13,45,100	8,51,496	96,090	3,85,598	28,049
		Total	20,16,590	75,51,939	27,05,813	16,25,497	1,71,152	7,51,941	51,383

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAFFIC EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1897.	Classification Number.	REMARKS.
£	£	£	£	£	£			
14,132	23,461	3,829	18,72,825	104	18,72,721	1st half	I	
12,982	24,343	3,436	17,88,466	733	17,87,733	2nd half		
27,114	47,804	7,265	36,61,291	837	36,60,454	Total.		
4,467	...	33	51,315	...	51,315	1st half	II	
—2,433	6,000	80	72,943	...	72,943	2nd half		
2,034	6,000	113	1,24,258	...	1,24,258	Total.		
869	26,026	1,624	2,80,615	...	2,80,615	1st half	III	
23	25,982	1,607	2,71,291	...	2,71,291	2nd half		
892	52,008	3,231	5,51,906	...	5,51,906	Total.		
1,347	23,590	331	2,55,181	...	2,55,181	1st half	IV	
1,284	34,822	274	2,71,090	...	2,71,090	2nd half		
2,631	58,412	605	5,26,271	...	5,26,271	Total.		
					49,097	1st half	VI	
					42,755	2nd half		
					91,852	Total.		
					5,927	1st half	IX	
					5,810	2nd half		
					11,737	Total.		
					2,421	1st half	X	
					2,176	2nd half		
					4,597	Total.		
95	21,394	14,379	13,55,004	39,928	13,15,076	1st half	XI	
719	18,456	17,911	14,56,155	45,193	14,10,962	2nd half		
814	39,850	32,290	28,11,159	85,121	27,26,038	Total.		
					8,997	1st half	XII	
					9,341	2nd half		
					18,338	Total.		
64	15,006	1,649	4,05,228	...	4,05,228	1st half	XIII	
140	19,538	1,085	3,83,074	...	3,83,074	2nd half		
204	34,544	2,734	7,88,302	...	7,88,302	Total.		
3,588	...	8,993	7,01,168	...	7,01,168	1st half	XIV	(a) Including the metre and special gauge sections of the undertaking.
5,270	...	9,649	7,41,578	...	7,41,578	2nd half		
8,858	...	18,642	14,42,746	...	14,42,746	Total.		
...	...	...	63,858	...	63,858	1st half	XV	
...	...	...	53,899	...	53,899	2nd half		
...	...	...	1,17,757	...	1,17,757	Total.		
108	4,808	775	1,64,841	...	1,64,841	1st half	XVI	
113	3,820	1,392	1,70,968	...	1,70,968	2nd half		
221	8,628	2,167	3,35,809	...	3,35,809	Total.		
3,659	19,284	40,044	14,74,569	...	14,74,569	1st half	XVIII	
4,270	15,613	20,232	14,83,663	...	14,83,063	2nd half		
7,929	34,897	60,276	29,58,232	...	29,58,232	Total.		
1,151	10,428	301	5,08,982	6,302	5,02,680	1st half	XIX	
1,150	15,446	300	4,83,829	5,399	4,78,450	2nd half		
2,301	31,874	601	9,92,811	11,701	9,81,110	Total.		
2,966	7,248	6,198	4,14,237	9,553	4,04,684	1st half	XX	
2,728	7,684	3,919	4,31,530	10,376	4,21,155	2nd half		
5,694	14,932	10,117	8,45,767	19,928	8,25,839	Total.		
					...	1st half	XXIII	(b) Opened for traffic on the 10th November 1897.
					10,703	2nd half		
					10,703	Total .		
733	10,081	35	1,32,355	5,927	1,26,428	1st half	XXXII	
1,404	9,740	42	1,33,368	5,810	1,27,558	2nd half		
2,137	19,821	77	2,65,723	11,737	2,53,986	Total.		
					4,168	1st half	XXXIII	
					3,037	2nd half		
					7,205	Total.		
					2,134	1st half	XXXIV	
					2,862	2nd half		
					4,496	Total.		
33,179	1,67,326	78,191	76,80,178	61,814	76,91,108	1st half		
27,650	1,81,444	59,927	77,41,854	67,510	77,50,528	2nd half		
60,829	3,48,770	1,38,118	1,54,22,032	1,29,324	1,54,41,636	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1897. [From Abstract D of

Classification Number.	Railway.	1897.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	10,04,977	37,97,052	13,60,713	7,74,001	75,062	3,66,343	23,334
		2nd half	10,11,613	37,54,887	13,45,100	8,51,496	96,090	3,85,598	28,049
		Total	20,16,590	75,51,939	27,05,813	16,25,497	1,71,152	7,51,941	51,383
XXXV	Kolar Gold-fields	1st half	Included with the Madras railway.						
		2nd half							
		Total							
XXXVI	Rájpura-Bhátinda	1st half	Included with the North Western State railway.						
		2nd half							
		Total							
XXXVII	Jammu and Kashmir (Native state section)	1st half							
		2nd half							
		Total							
	TOTAL STANDARD GAUGE	1st half	10,04,977	37,97,052	13,60,713	7,74,001	75,062	3,66,343	23,334
		2nd half	10,11,613	37,54,887	13,45,100	8,51,490	96,090	3,85,598	28,049
		Total	20,16,590	75,51,939	27,05,813	16,25,497	1,71,152	7,51,941	51,383
	METRE GAUGE.								
XXXIX	Bengal and North-Western—								
	Tirhoot section	1st half	38,115	88,317	30,003	27,333	1,294	19,965	8,305
	Company's section	2nd half	37,646	92,928	31,704	27,676	2,306	22,778	12,136
		Total	75,761	1,81,245	61,767	55,009	3,600	42,743	20,441
XLI	Rajputana-Malwa	1st half	1,36,853	4,17,117	1,14,922	78,054	17,036	48,447	82
		2nd half	1,33,210	3,64,652	1,13,897	88,367	12,502	53,259	80
		Total	2,70,063	7,81,769	2,28,819	1,66,421	29,538	1,01,706	162
XLII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
XLIII	Southern Mahratta	1st half	77,260	1,87,802	62,703	49,751	11,328	34,997	...
		2nd half	71,596	1,83,681	61,349	64,749	308	38,660	...
		Total	1,48,856	3,71,483	1,24,052	1,14,500	11,636	73,657	...
XLIV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
XLV	Mysore section (Southern Mahratta).	1st half							
		2nd half							
		Total							
XLVI	South Indian	1st half	54,889	1,80,188	43,399	64,698	4,423	59,058	...
		2nd half	55,782	1,81,316	43,049	66,044	10,903	65,530	1
		Total	1,10,671	3,61,504	86,448	1,30,742	15,326	1,24,588	1
XLVII	Máyavaram-Mutupet	1st half	Included with the South Indian railway.						
		2nd half							
		Total							
XLVIII	Assam-Bengal	1st half	20,749	34,333	10,715	11,091	90	10,691	...
		2nd half	17,844	33,076	8,767	8,084	26	10,748	...
		Total	38,593	67,409	19,482	19,175	116	21,439	...
XLIX	Burma	1st half	63,153	2,38,296	65,338	50,670	6,898	19,471	...
		2nd half	65,131	2,22,052	64,270	46,699	12,620	17,777	...
		Total	1,28,284	4,60,348	1,29,608	97,369	19,518	37,248	...
LIII	Deoghur	1st half	Details not furnished.						
		2nd half							
		Total							
LIV	Rohilkund and Kumaon (Company's section)(*a*)	1st half	14,670	23,529	7,237	5,830	772	3,636	...
		2nd half	12,775	21,631	5,721	5,227	457	5,172	...
		Total	27,445	45,160	12,958	11,057	1,229	8,808	...
LV	Bengal-Dooars	1st half	3,171	8,052	764	486	58	974	...
		2nd half	3,289	10,032	750	518	54	1,338	...
		Total	6,460	18,084	1,514	1,004	112	2,312	...
	TOTAL METRE GAUGE carried over	1st half	4,08,860	11,77,634	3,35,081	2,87,913	41,899	1,97,239	8,387
		2nd half	3,97,273	11,09,368	3,29,567	3,07,364	39,176	2,1 ,262	12,217
		Total (*b*)	8,06,133	22,87,002	6,64,648	5,95,277	81,075	4,12,501	20,604

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1897.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
33,179	1,67,326	78,191	76,80,178	61,814	76,91,108	1st half		
27,650	1,81,444	59,927	77,41,854	67,510	77,50,528	2nd half		
60,829	3,48,770	1,38,118	1,54,22,032	1,29,324	1,54,41,636	Total.		
					6,922	1st half	XXXV	
					8,200	2nd half	XXXV	
					15,122	Total.	XXXV	
					30,931	1st half	XXXVI	
					23,153	2nd half	XXXVI	
					54,084	Total.	XXXVI	
					...	1st half	XXXVII	
					1,996	2nd half	XXXVII	
					1,996	Total.	XXXVII	
33,179	1,67,326	78,191	76,80,178	61,814	77,28,961	1st half		
27,650	1,81,444	59,927	77,41,854	67,510	77,83,877	2nd half		
60,829	3,48,770	1,38,118	1,54,22,032	1,29,324	1,55,12,838	Total.		
1,690	55	2,713	2,17,790	...	2,17,790	1st half	XXXIX	
2,876	60	14,836	2,45,006	...	2,45,006	2nd half	XXXIX	
4,566	115	17,549	4,62,796	...	4,62,796	Total.	XXXIX	
2,665	34,298	1,250	8,50,724	72,360	7,78,364	1st half	XLI	
2,838	34,837	1,778	8,05,420	66,715	7,38,705	2nd half	XLI	
5,503	69,135	3,028	16,56,144	1,39 075	15,17,069	Total.	XLI	
					2,011	1st half	XLII	
					1,535	2nd half	XLII	
					3,546	Total.	XLII	
4,370	26,287	611	4,55,109	1,28,351	3,26,758	1st half	XLIII	
4,008	25,541	190	4,50,082	1,51,874	2,98,208	2nd half	XLIII	
8,378	51,828	801	9,05,191	2,80,225	6,24,966	Total.	XLIII	
					26,558	1st half	XLIV	
					34,901	2nd half	XLIV	
					61,459	Total.	XLIV	
					83,270	1st half	XLV	
					97,354	2nd half	XLV	
					1,80,630	Total.	XLV	
3,075	8,398	40	4,18,168	13,919	4,04,249	1st half	XLVI	
3,011	7,611	201	4,33,448	14,572	4,18,876	2nd half	XLVI	
6,086	16,009	241	8,51,616	28,491	8,23,125	Total.	XLVI	
					11,626	1st half	XLVII	
					12,271	2nd half	XLVII	
					23,897	Total.	XLVII	
550	...	183	88,402	...	88,402	1st half	XLVIII	
605	...	28	79,178	...	79,178	2nd half	XLVIII	
1,155	...	211	1,67,580	...	1,67,580	Total.	XLVIII	
3,374	...	2,878	4,50,078	...	4,50,078	1st half	XLIX	
2,316	...	2,610	4,33,475	...	4,33,475	2nd half	XLIX	
5,690	..	5,488	8,83,553	...	8,83,553	Total.	XLIX	
			5,231	...	5,231	1st half	LIII	
			5,231	...	5,231	2nd half	LIII	
						Total.	LIII	
647	7,515	7	63,843	...	63,843	1st half	LIV	
558	6,595	29	58,165	...	58,165	2nd half	LIV	
1,205	14,110	36	1,22,008	...	1,22,008	Total.	LIV	
108	...	125	13,738	...	13,738	1st half	LV	
163	...	125	16,269	...	16,269	2nd half	LV	
271	...	250	30,007	...	30,007	Total.	LV	
16,479	76,553	7,807	25,57,852	2,14,630	24,66,693	1st half		
16,375	74,644	19,797	25,21,043	2,33,161	24,33,943	2nd half		
32,854	1,51,197	27,604	50,84,126	4,47,791	49,05,867	Total (*b*)		

(*a*) Including the Lucknow-Bareilly section.

(*b*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1897. [From Abstract D of

Classification Number.	Railway.	1897.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
			₹	₹	₹	₹	₹	₹	₹
	METRE GAUGE—*concld.*								
	Brought forward METRE GAUGE	1st half	4,08,860	11,77,634	3,35,081	2,87,913	41,899	1,97,239	8,387
		2nd half	3,97,273	11,09,368	3,29,567	3,07,364	39,176	2,15,262	12,217
		Total (*a*)	8,06,133	22,87,002	6,64,648	5,95,277	81,075	4,12,501	20,604
LVI	Dibru-Sadiya	1st half	5,403	11,239	2,967	1,056	145	2,574	2,634
		2nd half	5,697	11,456	2,928	732	...	2,501	2,954
		Total	11,100	22,695	5,895	1,788	145	5,075	5,588
LVII	Ledo and Tikak-Margherita Colliery.	1st half	Included with the Dibru-Sadiya railway						
		2nd half							
		Total							
LVIII	Ahmedabad-Parántij (*b*)	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total.							
LXIII	The Gaekwar's Mehsána	1st half							
		2nd half							
		Total							
LXIV	Kolhápur	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
LXV	Yesvantpur-Mysore frontier	1st half							
		2nd half							
		Total							
LXVI	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXIX	Jodhpore-Bickaneer—								
	Jodhpore section	1st half	7,539	16,150	2,029	4,640	...	3,332	...
		2nd half	7,280	13,666	1,942	3,633	14	2,888	...
		Total	14,828	29,816	3,971	8,273	14	6,220	...
	Bickaneer section	1st half	1,101	2,715	314	500	...	306	...
		2nd half	1,003	1,826	264	381	1	299	...
		Total	2,104	4,541	578	881	1	605	...
LXX	Oodeypore-Chitor	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LXXI	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	21,702	66,700	8,279	13,236	732	8,620	...
		2nd half	20,139	48,691	7,621	8,430	1,757	7,143	...
		Total	41,841	1,15,391	15,900	21,666	2,489	15,763	...
LXXII	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.						
		2nd half							
		Total							
LXXIII	Jámnagar (*c*)	1st half							
		2nd half							
		Total.							
	TOTAL METRE GAUGE	1st half	4,44,605	12,74,438	3,48,670	3,07,345	42,776	2,12,071	11,021
		2nd half	4,31,401	11,85,007	3,42,322	3,20,540	40,948	2,28,093	15,171
		Total (*a*	8,76,006	24,59,445	6,90,992	6,27,885	83,724	4,40,164	26,192
	SPECIAL GAUGES								
	Cherra-Gompanyganj (2′ 6″)	1st half	Details not furnished.						
		2nd half							
		Total							
LXXX	Jorhát (2′ 0″)	1st half							
		2nd half							
		Total							
LXXXI	Darjeeling-Himalayan (2′ 0″)	1st half	4,100	13,828	5,138	1,486	423	1,054	...
		2nd half	3,471	12,839	5,238	2,921	123	990	...
		Total	7,571	26,667	10,376	4,407	546	2,044	...
LXXXII	Bársi Light (2′ 6″) (*d*)	1st half	1,160	2,138	407	121	...	500	..
		2nd half	1,591	3,656	491	748	292	1,759	...
		Total.	2,751	5,794	898	869	292	2,319	...
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	608	5,503	578	702	357	1,005	...
		2nd half	608	4,615	603	664	109	904	...
		Total	1,216	10,118	1,181	1,366	466	1,909	...
LXXXIV	Rajpipla (2′ 6″) (*e*)	1st half	...	...	...	...	...	...	...
		2nd half	288	969	279	182	109	790	
		Total.	288	969	279	182	109	790	...
LXXXVI	Cooch Behar (2′ 6″)	1st half	Details not furnished.						
		2nd half							
		Total							
LXXXVII	Morvi (2′ 6″)	1st half	3,607	7,428	1,567	2,845	117	2,430	2,199
		2nd half	3,757	7,991	1,497	4,394	527	2,151	2,618
		Total	7,364	15,419	3,064	7,239	644	4,581	4,817
	TOTAL SPECIAL GAUGES	1st half	9,475	28,897	7,690	5,154	897	5,049	2,199
		2nd half	9,715	30,070	8,108	8,909	1,160	6,564	2,618
		Total	19,190	58,967	15,798	14,063	2,057	11,643	4,817
	TOTAL OF ALL GAUGES FOR THE YEAR.		29,11,785	1,00,70,351	34,12,603	22,07,445	2,56,933	12,03,748	82,39

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1897.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
16,479	76,553	7,807	25,57,852	2,14,630	24,66,693	1st half		
16,375	74,644	19,797	25,21,043	2,33,161	24,33,943	2nd half		
32,854	1,51,197	27,604	50,84,126	4,47,791	49,05,867	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
70	...	6	26,094	1,114	20,980	1st half	LVI	
39	...	3	26,311	1,430	24,881	2nd half		
109	...	9	52,405	2,544	49,861	Total		
					1,114	1st half	LVII	
					1,430	2nd half		
					2,544	Total		
					1,323	1st half	LVIII	(*b*) Opened for traffic on the 1st May 1897.
					4,408	2nd half		
					5,731	Total		
					14,890	1st half	LXIII	
					12,936	2nd half		
					27,826	Total		
					5,339	1st half	LXIV	
					3,664	2nd half		
					9,003	Total		
					11,722	1st half	LXV	
					14,191	2nd half		
					25,913	Total		
					1,456	1st half	LXVI	
					1,765	2nd half		
					3,221	Total		
12	1,088	...	34,790	...	34,790	1st half	LXIX	
106	548	...	30,086	...	30,086	2nd half		
118	1,636	...	64,876	...	64,876	Total		
...	...	...	4,936	...	4,936	1st half		
8	...	...	3,782	...	3,782	2nd half		
8	...	...	8,718	...	8,718	Total		
					5,039	1st half	LXX	
					5,082	2nd half		
					10,121	Total		
...	3,801	210	1,23,280	12,220	1,11,060	1st half	LXXI	
195	3,435	249	97,660	14,061	83,599	2nd half		
195	7,236	459	2,20,940	26,281	1,94,659	Total		
					9,373	1st half	LXXII	
					8,879	2nd half		
					18,252	Total		
					2,847	1st half	LXXIII	(*c*) Opened for traffic on the 8th April 1897.
					5,182	2nd half		
					8,029	Total		
16,561	81,442	8,023	27,46,952	2,27,964	26,95,562	1st half		
16,723	78,627	20,049	26,78,882	2,48,652	26,33,828	2nd half		
33,284	1,60,069	28,072	54,31,065	4,76,616	53,34,621	Total (*a*)		
			2,401	...	2,401	1st half		
			2,228	...	2,228	2nd half		
			4,629	...	4,629	Total		
			12,092	...	12,092	1st half	LXXX	
			11,102	...	11,102	2nd half		
			23,194	...	23,194	Total		
47	4,294	...	30,370	...	30,370	1st half	LXXXI	
...	3,852	...	29,434	...	29,434	2nd half		
47	8,146	...	59,804	...	59,804	Total		
...	2,218	...	6,604	...	6,604	1st half	LXXXII	(*d*) Opened for traffic on the [illegible] arch 1897.
76	1,844	...	10,457	...	10,457	2nd half		
76	4,062	...	17,061	...	17,061	Total		
...	2,230	...	10,983	...	10,983	1st half	LXXXIII	
...	2,156	...	9,659	...	9,659	2nd half		
...	4,386	...	20,642	...	20,642	Total		
...	...	...	...	...	...	1st half	LXXXIV	(*e*) Opened for traffic on the 1st July 1897.
...	367	...	2,984	...	2,984	2nd half		
...	367	...	2,984	...	2,984	Total		
			6,190	...	6,190	1st half	LXXXVI	
...	...	...	3,367	...	3,367	2nd half		
			9,557	...	9,557	Total		
79	...	407	20,679	...	20,679	1st half	LXXXVII	
107	...	597	23,639	...	23,639	2nd half		
186	...	1,004	44,318	...	44,318	Total		
120	8,742	407	89,319	...	89,319	1st half		
183	8,219	597	92,870		92,870	2nd half		
309	16,961	1,004	1,82,189	...	1,82,189	Total		
94,422	5,25,860	1,67,194	2,10,35,280	6,05,940	2,10,29,648			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1897. [Form Abstract E of

Classification Number.	Railway.	1897.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE.		*R*	*R*	*R*	*R*	*R*	*R*	*R*
I	East Indian . . .	1st half	1,73,867	54,646	2,11,699	86,903	55,519	71,255	89,418
		2nd half	1,47,006	54,878	2,14,393	85,919	58,837	60,722	89,464
		Total .	3,20,873	1,09,524	4,26,092	1,72,822	1,14,356	1,31,977	1,78,882
II	Bengal Central . .	1st half	21,153	10,606	7,760	595	992	6,707	2,168
		2nd half	19,307	10,905	11,283	1,151	1,233	5,887	1,948
		Total .	40,460	21,511	19,043	1,746	2,225	12,594	4,116
III	Bengal-Nágpur . .	1st half	66,593	29,574	50,071	13,441	13,302	15,569	15,289
		2nd half	71,812	27,219	60,697	13,976	13,582	15,121	17,129
		Total .	1,38,405	56,793	1,16,768	27,417	26,884	30,690	32,418
IV	Indian Midland . .	1st half	69,274	23,036	60,204	18,146	7,743	15,957	19,231
		2nd half	67,389	21,160	58,195	17,337	7,644	17,232	21,699
		Total .	1,36,663	47,196	1,18,399	35,483	15,387	33,189	40,930
VI	Godhra-Rutlam-Nágdá .	1st half 2nd half Total .	Included with the Rajputana-Malwa railway						
VII	Wardha Coal . .	1st half 2nd half Total .	Included with the Great Indian Peninsula railway						
VIII	Dhond-Manmád . .	1st half 2nd half Total .							
IX	Bezwada extension (East Coast State).	1st half 2nd half Total .	Included with the Nizam's Guaranteed state railway						
X	Madras-Ennúr section (Bezwada-Madras).	1st half 2nd half Total .	Included with the Madras railway.						
XI	North Western State .	1st half	24,778	60,934	1,60,383	43,828	34,762	47,311	55,846
		2nd half	...	56,451	1,69,751	53,137	39,206	42,338	58,956
		Total .	24,778	1,17,385	3,30,134	96,965	73,968	89,649	1,14,802
XII	Hyderabad-Shadipalli .	1st half 2nd half Total .	Included with the North Western State railway						
XIII	Oudh and Rohilkhand State.	1st half	9,857	24,934	64,805	14,982	11,362	14,520	15,602
		2nd half	...	23,069	66,596	14,987	11,212	11,599	14,687
		Total .	9,857	48,003	1,31,401	29,969	22,574	26,119	30,289
XIV	Eastern Bengal State (*d*)	1st half	22,533	42,635	88,102	7,812	20,114	23,054	16,253
		2nd half	...	38,947	91,710	9,192	20,328	21,107	16,994
		Total .	22,533	81,582	1,79,812	17,004	40,442	44,161	33,247
XV	Calcutta Port Commissioners'	1st half	...	4,003	1,000	...	...	1,385	...
		2nd half	...	4,315	...	...	...	1,425	...
		Total .	...	8,318	1,000	...	...	2,810	...
XVI	East Coast State . .	1st half	...	19,138	40,651	13,491	7,209	12,474	7,167
		2nd half	...	22,352	47,578	13,013	8,481	11,135	6,811
		Total .	...	41,490	88,229	26,504	15,690	23,609	13,978
XVIII	Great Indian Peninsula .	1st half	47,191	48,546	1,64,217	52,231	32,507	34,261	75,794
		2nd half	46,136	50,750	1,67,164	52,594	33,340	31,887	78,393
		Total .	93,327	99,296	3,31,381	1,04,825	65,847	66,148	1,54,187
XIX	Bombay, Baroda and Central India.	1st half	21,569	20,991	84,294	30,709	14,001	29,902	28,608
		2nd half	18,149	15,779	74,727	33,004	13,886	30,244	27,970
		Total .	39,718	36,770	1,59,021	63,713	27,887	60,146	56,578
XX	Madras . . .	1st half	35,369	32,492	70,393	12,150	14,617	11,750	19,293
		2nd half	36,414	30,403	75,050	10,951	15,159	9,476	19,200
		Total	71,783	62,895	1,45,443	23,101	29,776	21,226	38,493
XXIII	Southern Punjab (Delhi Samasata) (*e*).	1st half 2nd half Total .	Included with the North Western State railway						
XXVIII	Amráoti . .	1st half 2nd half Total .	Included with the Great Indian Peninsula railway						
XXIX	Bína-Goona . .	1st half 2nd half Total .	Included with the Indian Midland railway						
XXX	Bhopal-Ujjain . .	1st half 2nd half Total .							
XXXII	The Nizam's Guaranteed state.	1st half	36,318	11,354	39,302	7,211	7,731	13,629	155,516
		2nd half	34,920	11,553	33,827	7,153	8,255	11,238	17,937
		Total .	71,238	22,907	73,129	14,364	15,986	24,867	33,453
	TOTAL STANDARD GAUGE carried over.	1st half	5,28,502	3,82,889	10,48,881	3,01,499	2,19,859	2,97,774	3,60,185
		2nd half	4,41,133	3,70,781	10,70,971	3,12,414	2,31,163	2 69,411	3 71,188
		Total	9,69,635	7,53,070	21,19,852	6,13,913	4,51,022	5,67,185	7,31,373

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1897.	Classification Number.	REMARKS.
R	R	R	R	R	R			
5,250	2,30,632	2,045	9,81,234	135	9,81,099	1st half	I	
6,089	2,27,596	2,061	9,46,965	1,118	9,45,847	2nd half		
11,339	4,58,228	4,106	19,28,199	1,253	19,26,946	Total		
729	6,683	—1	57,392	...	57,392	1st half	II	
491	7,134	2	59,341	...	59,341	2nd half		
1,220	13,817	1	1,16,733	...	1,16,733	Total		
945	59,514	581	2,70,879	...	2,70,879	1st half	III	
925	63,345	149	2,83,955	...	2,83,955	2nd half		
1,870	1,22,859	730	5,54,834	...	5,54,834	Total		
396	45,078	10	2,59,075	...	2,59,075	1st half	IV	
529	44,806	12	2,59,003	...	2,59,003	2nd half		
925	89,884	22	5,18,078	...	5,18,078	Total		
					36,451	1st half	VI	
					34,218	2nd half		
					70.669	Total		
			(a) 675	...	(a) 675	1st half	VII	(a) Expenditure incurred direct by the State.
			(a) 675	...	(a) 675	2nd half		
			1,350	...	1,350	Total		
			(a) 6,152	...	(a) 6,152	1st half	VIII	
			(a) 6,152	...	(a) 6,152	2nd half		
			12,304	...	12,304	Total		
					6,709	1st half	IX	
					6,244	2nd half		
					12,953	Total		
	(b) —480	...	(b)—480	...	(c)1,270	1st half	X	(b) Refund of charges previously made for hire of Telegraph instruments.
	...	...	...	...	1,487	2nd half		
	—480	...	—480	...	2,757	Total		(c) Including a credit of R480 on account of refund of charges previously made for hire of Telegraph instruments.
1,809	2,16,748	1,161	6,47,560	21,564	6,25,996	1st half	XI	
3,764	2,27,763	995	6,52,361	24,411	6,27,950	2nd half		
5,573	4,44,511	2,156	12,99.921	45,975	12,53,946	Total		
					4,860	1st half	XII	
					5,047	2nd half		
					9,907	Total		
1,558	57,753	908	2,16,281	...	2,16,281	1st half	XIII	
1,082	57,078	1,055	2,01,365	...	2,01,365	2nd half		
2,640	1,14,831	1,963	4,17,646	...	4,17,646	Total		
1,986	95,672	260	3,18,421	...	3,18,421	1st half	XIV	(d) Including the metre and special gauge sections of the undertaking.
3,025	99,260	127	3,00,690	...	3,00,690	2nd half		
5,011	1,94,932	387	6,19,111	...	6,19,111	Total		
...	956	1,140	8,484	...	8,484	1st half	XV	
...	1,343	...	7,083	...	7,083	2nd half		
...	2,299	1,140	15,567	...	15,567	Total		
632	38,554	874	1,40,190	...	1,40,190	1st half	XVI	
963	38,693	6	1,49,032	...	1,49,032	2nd half		
1,595	77,247	880	2,89,222	...	2,89,222	Total		
3,337	1,77,142	36,488	6,71,714	...	6,71,714	1st half	XVIII	
3,044	1,76,464	32,378	6,72,150	...	6,72.150	2nd half		
6,381	3,53,606	68,866	13,43 864	...	13.43,864	Total		
1,685	52,436	16,001	3,00,196	3,772	2,96,424	1st half	XIX	
1,435	53,003	10,635	2,78,832	3,167	2,75,665	2nd half		
3,120	1,05,439	26,636	5.79,028	6,939	5.72.089	Total		
2,888	71,926	28,467	2,99,345	14,710	2,84,635	1st half	XX	
3,259	70,589	24,256	2,94,757	11,916	2,82,841	2nd half		
6,147	1,42,515	52,723	5,94,102	26,626	5,67,476	Total		
			...	...	...	1st half	XXIII	(e) Opened for traffic on the 10th November 1897.
			5,783	...	5,783	2nd half		
			5.783	...	5,783	Total		
			(a)442	...	(a) 442	1st half	XXVIII	
			(a)442	...	(a) 442	2nd half		
			884	...	884	Total		
			(a)1,880	...	(a)1,880	1st half	XXIX	
			(a)1,880	...	(a)1,880	2nd half		
			3,760	...	3,760	Total		
			(f)—202	..	(f)—202	1st half	XXX	(f) Represents the difference between the charges for rent payable to the Telegraph Department for the half-year and the write back of maintenance of Telegraph wires from the 9th May to the 31st December 1896.
			(a)1.710	...	(a) 1,710	2nd half		
			1,508	...	1,508	Total		
585	18,127	42	1,49,815	6,709	1,43,106	1st half	XXXII	
161	18,262	25	1,43,331	6,244	1,37,087	2nd half		
746	36,389	67	2,93,146	12,953	2,80,193	Total		
21,800	10,70,741	87,976	43,29,053	46,890	43,31,933	1st half		
24,767	10,85,336	71,701	42,65,507	46,856	42,65,647	2nd half		
46,567	21,56,077	1,59,677	85,94,560	93,746	85,97,580	Total		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1897. [From Abstract E of

Classification Number.	Railway.	1897.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	5,28,502	3,82,889	10,48,881	3,01,499	2,19,859	2,97,774	3,60,185
		2nd half	4,41,133	3,70,781	10,70,971	3,12,414	2,31,163	2,69,411	3,71,188
		Total .	9,69,635	7,53,760	21,19,852	6,13,913	4,31,022	5,67,185	7,31,373
XXXIII	Nágdá-Ujjain . .	1st half							
		2nd half							
		Total .	Included with the Bombay, Baroda and Central India railway						
XXXIV	The Gaekwar's Petlád .	1st half							
		2nd half							
		Total .							
XXXV	Kolar Gold-fields . .	1st half							
		2nd half	Included with the Madras railway						
		Total .							
XXXVI	Rájpura-Bhátinda .	1st half							
		2nd half	Included with the North Western State railway						
		Total .							
XXXVII	Jammu and Kashmir (Native State section)	1st half							
		2nd half							
		Total .							
	TOTAL STANDARD GAUGE	1st half	5,28,502	3,82,889	10,48,881	3,01,499	2,19,859	2,97,774	3,60,185
		2nd half	4,41,133	3,70,781	10,70,971	3,12,414	2,31,163	2,69,411	3,71,188
	METRE GAUGE.	Total .	9,69,635	7,53,670	21,19,852	6,13,913	4,51,022	5,67,185	7,31,373
XXXIX	Bengal and North-Western—Tirhoot section / Company's section .	1st half	48,788	9,837	45,509	5,319	5,684	14,810	16,683
		2nd half	46,800	9,846	48,377	5,268	6,452	14,857	15,694
		Total .	95,588	19,683	93,886	10,587	12,136	29,667	32,377
XLI	Rajputana-Malwa .	1st half	1,12,327	27,807	1,23,855	47,918	30,857	25,244	74,212
		2nd half	1,12,126	26,993	1,21,614	46,180	30,426	29,889	66,954
		Total .	2,24,453	54,800	2,45,469	94,098	61,283	55,133	1,41,166
XLII	Pálanpur-Deesa .	1st half							
		2nd half	Included with the Rajputana-Malwa railway						
		Total .							
XLIII	Southern Mahratta .	1st half	95,440	26,312	82,420	20,780	16,792	24,940	(*a*) 61,433
		2nd half	96,206	26,630	80,167	21,039	16,366	20,621	(*b*) 58,218
		Total .	1,91,646	52,942	1,62,587	41,819	33,158	45,561	1,19,651
XLIV	Guntakal-Mysore frontier.	1st half							
		2nd half							
		Total .							
XLV	Mysore section (Southern Mahratta).	1st half	Included with the Southern Mahratta railway						
		2nd half							
		Total .							
XLVI	South Indian . .	1st half	90,286	25,384	69,718	17,222	14,817	19,965	20,815
		2nd half	83,956	22,658	71,361	19,674	14,048	22,510	21,848
		Total	1,74,242	48,042	1,41,079	36,896	28,865	42,475	42,663
XLVII	Máyavaram-Mutupet .	1st half							
		2nd half	Included with the South Indian railway						
		Total .							
XLVIII	Assam-Bengal . .	1st half	35,815	17,210	33,702	8,682	7,450	3,159	4,214
		2nd half	28,656	13,659	34,203	4,925	5,740	8,937	4,984
		Total .	64,471	30,869	67,905	13,607	13,190	12,096	9,198
XLIX	Burma . . .	1st half	56,464	43,210	59,570	19,939	12,580	14,748	14,044
		2nd half	69,970	42,883	64,613	19,832	11,691	17,397	11,550
		Total .	1,26,434	86,093	1,24,183	39,771	24,271	32,145	25,594
LIII	Deoghur . . .	1st half							
		2nd half	Details not furnished.						
		Total .							
LIV	Rohilkund and Kumaon (Company's section) (*c*).	1st half	19,528	7,461	15,853	4,073	1,573	5,439	6,781
		2nd half	17,413	7,299	15,900	4,003	1,790	4,638	6,610
		Total .	36,941	14,760	31,753	8,076	3,363	10,077	13,391
LV	Bengal Dooars . .	1st half	8,411	2,103	1,814	224	386	691	635
		2nd half	7,796	2,176	1,825	154	413	788	648
		Total .	16,207	4,279	3,639	378	799	1,479	1,283
LVI	Dibru-Sadiya .	1st half	12,921	6,262	6,276	3,317	2,311	2,777	...
		2nd half	12,921	6,256	6,102	3,041	2,314	3,366	...
		Total .	25,842	12,518	12,378	6,358	4,625	6,143	...
LVII	Ledo and Tikak-Margherita Colliery . .	1st half							
		2nd half	Included with the Dibru-Sadiya railway.						
		Total .							
	TOTAL METRE GAUGE carried over . .	1st half	4,79,980	1,65,586	4,38,717	1,27,474	92,450	1,11,773	1,98,817
		2nd half	4,75,844	1,58,100	4,44,162	1,24,116	80,240	1,23,003	1,86,506
		Total	9,55,824	3,23,986	8,82,879	2,51,590	1,81,690	2,34,776	3,85,323

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Advertising.	Electric telegraph.	Other charges.	Total.	Deductions.	Net total.	1896.	Classification Number.	Remarks.
₹	₹	₹	₹	₹	₹			
21,800	10,70,741	87,976	43,29,053	46 890	43,31,933	1st half		
24,767	10,85,336	71,701	42,65,507	46,856	42,65,647	2nd half		
46,567	21,56,077	1,59,677	85,94,560	93,746	85,97,580	Total		
					2,514	1st half	XXXIII	
					1,806	2nd half		
					4,320	Total		
					1,258	1st half	XXXIV	
					1,361	2nd half		
					2,619	Total		
					5,003	1st half	XXXV	
					5,601	2nd half		
					10,604	Total		
					16,704	1st half	XXXVI	
					12,504	2nd half		
					29,208	Total		
					...	1st half	XXXVII	
					1,078	2nd half		
					1,078	Total		
21,800	10,70,741	87,976	43,29,053	46,890	43,57,412	1st half		
24,767	10,85,336	71,701	42,65,507	46,856	42,87,997	2nd half		
40,567	21,56,077	1,59,677	85,94,560	93,746	86,45,409	Total		
469	44,421	35	1,91,555	...	1,91,555	1st half	XXXIX	
442	46,031	229	1,93,996	...	1,93,996	2nd half		
911	90,452	264	3,85,551	...	3,85,551	Total		
777	1,75,610	112	6,18,719	53,348	5,65,371	1st half	XLI	
2,219	1,74,040	572	6,11,013	52,339	5,58,674	2nd half		
2,996	3,49,650	684	12,29,732	1,05,687	11,24,045	Total		
					1,461	1st half	XLII	
					1,161	2nd half		
					2,622	Total		
699	1,05,200	444	4,34,460	1,19,273	3,15,187	1st half	XLIII	
1,633	1,06,102	739	4,27,721	1,38,109	2,89,612	2nd half		
2,332	2,11,302	1,183	8,62,181	2,57,382	6,04,799	Total		
					22,230	1st half	XLIV	
					29,017	2nd half		
					51,247	Total		
					81,545	1st half	XLV	
					92,780	2nd half		
					1,74,325	Total		
2,338	60,025	692	3,21,262	10,281	3,10,981	1st half	XLVI	
3,953	59,160	204	3,19,372	10,349	3,09,023	2nd half		
6,291	1,19,185	896	6,40,634	20,630	6,20,004	Total		
					8,943	1st half	XLVII	
					9,052	2nd half		
					17,995	Total		
760	18,567	16	1,29,575	...	1,29,575	1st half	XLVIII	
390	17,041	10	1,19,145	...	1,19,145	2nd half		
1,150	36,208	26	2,48,720	...	2,48,720	Total		
3,422	70,539	401	2,94,917	...	2,94,917	1st half	XLIX	
1,251	71,914	292	3,11,393	...	3,11,393	2nd half		
4,673	1,42,453	693	6,06,310	...	6,06,310	Total		
			2,647	...	2,647	1st half	LIII	
						2nd half		
			2,647	...	2,647	Total		
213	12,333	...	73,254	...	73,254	1st half	LIV	
357	12,360	—5	70,365	..	70,365	2nd half		
570	24,693	—5	1,43,619	...	1,43,619	Total		
8	1,554	4	15,830	...	15,830	1st half	LV	
30	1,657	4	15,491	...	15,491	2nd half		
38	3,211	8	31,321	...	31,321	Total		
...	6,247	...	40,111	1,716	38,395	1st half	LVI	
5	6,068	4	40,077	2,178	37,899	2nd half		
5	12,315	4	80,188	3,894	76,294	T otal		
					1,716	1st half	LVII	
					2,178	2nd half		
					3,894	Total		
8,686	4,94,496	1,704	21,19,683	1,84,618	20,50,960	1st half		
10,280	4,94,973	2,049	21,08,573	2,02,975	20,39,786	2nd half		
18,966	9,89,469	3,753	42,30,903	3,87,593	40,93,393	Total(*d*)		

(*a*) Including ₹20,753, being the cost of the Police force employed on the Bangalore-Harihar and Yesvantpur-Hindupur sections of the Mysore section (Southern Mahratta) for the five quarters ending the 31st March 1897.

(*b*) Including ₹12,491, being the cost of the Police force employed on the Bangalore-Harihar and Yesvantpur-Hindupur sections of the Mysore section (Southern Mahratta) for the three quarters ending 31st December 1897, also ₹9,025 for Detective police employed on the Madras Presidency for the period from May 1896 to December 1897.

(*c*) Including the Lucknow-Bareilly section.

(*d*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1897. [From Abstract E of

Classification Number.	Railway.	1897.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
			₹	₹	₹	₹	₹	₹	₹
	METRE GAUGE—*concld.*								
	Brought forward METRE GAUGE	1st half	4,79,980	1,65,586	4,38,717	1,27,474	92,450	1,11,773	1,98,817
		2nd half	4,75,844	1,58,400	4,44,162	1,24,116	89,240	1,23,003	1,86,506
		Total (*a*)	9,55,824	3,23,986	8,82,879	2,51,590	1,81,690	2,34,776	3,85,323
LVIII	Ahmedabad-Parantij (*b*)	1st half	Included with the Rajputana-Malwa railway						
		2nd half							
		Total							
LXIII	The Gaekwar's Mehsána	1st half							
		2nd half							
		Total							
LXIV	Kolhápur	1st half	Included with the Southern Mahratta railway						
		2nd half							
		Total							
LXV	Yesvantpur-Mysore frontier.	1st half							
		2nd half							
		Total							
LXVI	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXIX	Jodhpore-Bickaneer—								
	Jodhpore section	1st half	...	...	9,460	1,622	754	368	226
		2nd half	...	...	7,326	1,564	857	413	572
		Total	...	...	16,786	3,186	1,011	781	798
	Bickaneer section	1st half	...	...	999	239	60	254	172
		2nd half	...	...	755	213	60	206	132
		Total	...	...	1,754	452	120	460	304
LXX	Oodeypore-Chitor	1st half	Included with the Rajputana-Malwa railway				...	...	...
		2nd half							
		Total							
LXXI	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	2,379	17,927	28,126	5,658	7,131	7,419	11,969
		2nd half	2,366	16,630	27,648	5,738	6,334	5,976	12,212
		Total	4,745	34,557	55,774	11,396	13,465	13,395	24,181
LXXII	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway						(*c*) 1,313
		2nd half							(*c*) 1,782
		Total							3,095
LXXIII	Jámnagar (*f*)	1st half							(*c*) 1,026
		2nd half							(*c*) 1,594
		Total							2,620
	TOTAL METRE GAUGE.	1st half	4,82,359	1,83,513	4,77,302	1,34,993	1,00,395	1,19,814	2,13,523
		2nd half	4,78,210	1,75,030	4,79,891	1,31,631	96,491	1,20,598	2,02,798
		Total (*a*)	9,60,569	3,58,843	9,57,193	2,66,624	1,96,886	2,49,412	4,16,321
	SPECIAL GAUGES.								
	Cherra-Companyganj (2′ 6″)	1st half	Details not furnished						
		2nd half							
		Total							
LXXX	Jorhát (2′ 0″)	1st half							
		2nd half							
		Total							
LXXXI	Darjeeling-Himalayan (2′ 0″)	1st half	7,267	13,650	6,925	...	2,497	2,810	...
		2nd half	7,344	13,945	7,388	...	2,638	2,247	...
		Total	14,611	27,595	14,313	...	5,135	5,057	...
LXXXII	Bársi Light (*i*)	1st half	...	4,680	1,400	680	663	389	19
		2nd half	8,707	9,181	2,173	1,010	994	728	233
		Total	8,707	13,861	3,573	1,690	1,657	1,117	252
LXXXIII	The Gaekwar's Dabhoi (2′ 0″)	1st half	...	608	1,608	152	300	184	1,445
		2nd half	...	608	1,608	152	300	454	1,338
		Total	...	1,216	3,216	304	600	638	2,783
LXXXIV	Rajpipla (2′ 6″) (*j*)	1st half	...	...	...	...	...	...	...
		2nd half	...	288	288	72	45	286	...
		Total	...	288	288	72	45	286	...
LXXXVI	Cooch Behar (2′ 6″)	1st half	Details not furnished						
		2nd half							
		Total							
LXXXVII	Morvi (2′ 6″)	1st half	...	4,023	5,858	1,278	405	1,719	1,323
		2nd half	...	4,692	5,443	1,401	724	1,892	1,341
		Total	...	8,715	11,301	2,679	1,129	3,611	2,664
	TOTAL SPECIAL GAUGES.	1st half	7,267	22,961	15,791	2,110	3,865	5,102	2,787
		2nd half	16,051	28,714	16,900	2,635	4,701	5,607	2,912
		Total	23,318	51,675	32,691	4,745	8,566	10,709	5,699
	TOTAL OF ALL GAUGES FOR THE YEAR.		19,53,522	11,63,888	31,09,736	8,85,282	6,56,474	8,27,306	11,53,393

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1897.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
8,686	4,94,496	1,704	21,19,683	1,84,618	20,50,960	1st half		
10,280	4,94,073	2,049	21,08,573	2,02 975	20,39,786	2nd half		
18,966	9,89,469	3,753	42,30,903	3,87 593	40,93,393	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
					961	1st half	LVIII	(*b*) Opened for traffic on the 1st May 1897.
					3,333	2nd half		
					4,294	Total		
					10,815	1st half	LXIII	
					9,784	2nd half		
					20,599	Total		
					4,469	1st half	LXIV	
					3,046	2nd half		
					7,515	Total		
					9,811	1st half	LXV	
					11,799	2nd half		
					21,610	Total		
					1,218	1st half	LXVI	
					1,467	2nd half		
					2,685	Total		
...	6,527	...	18,957	...	18,957	1st half	LXIX	
...	6,238	...	16,970	...	16,970	2nd half		
...	12,765	...	35.927	...	35,927	Total		
...	889	...	2,613	...	2,613	1st half		
...	899	...	2,265	...	2,265	2nd half		
...	1,788	...	4,878	...	4.878	Total		
					3,660	1st half	LXX	
...	...	...	...	...	3,843	2nd half		
					7,503	Total		
168	20,695	2	1,01,474	11,035	90,439	1st half	LXXI	(*c*) Expenditure incurred direct by the railway.
437	20,809	...	98,150	13,639	84.511	2nd half		(*d*) Including R8,573 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.
605	41,504	2	1,99,624	24,674	1,74.950	Total		
...	...	...	(*c*) 1,313	...	(*d*) 9,880	1st half	LXXII	(*e*) Including R8,765 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.
...	...	...	(*c*) 1,782	...	(*e*) 10,547	2nd half		
...		...	3,095	...	20,433	Total		
...	...	...	(*c*) 1,026	...	(*g*)3,488	1st half	LXXIII	(*f*) Opened for traffic on the 8th April 1897.
...	...	...	(*c*) 1,594	...	(*h*)6,467	2nd half		
...	...	...	2,620	...	9,955	Total		(*g*) Including R2,462 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.
8,854	5,22,607	1,706	22,45,066	1,95,653	22,07,277	1st half		
10 717	5,22,919	2,049	22,29,334	2,16,614	21,93,818	2nd half		
19,571	10,45,526	3,755	44,77 047	4,12.267	44,03,742	Total(*a*)		(*h*) Including R4,873 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.
			1,281	...	1,281	1st half		(*i*) Opened for traffic on the 1st March 1897.
			2,317	...	2,317	2nd half		
			3,598	...	3,598	Total		
			3,995	...	3,995	1st half	LXXX	
			6,759	...	6,759	2nd half		
			10,754	...	10,754	Total		
292	1,323	...	37,764	416	37,348	1st half	LXXXI	
70	4,332	...	37,964	1,432	36,532	2nd half		
362	8,655	...	75,728	1,848	73,880	Total		
59	267	...	8,157	...	8,157	1st half	LXXXII	
88	2,548	...	25,662	...	25,662	2nd half		
147	2,815	...	33.819	...	33.819	Total		
17	3,453	...	7,767	...	7.767	1st half	LXXXIII	
172	2,029	...	6,661	...	6,661	2nd half		
189	5,482	...	14,428	...	14,428	Total		
...	...	...	...	...	...	1st half	LXXXIV	
140	...	...	1,119	...	1,119	2nd half		(*j*) Opened for traffic on the 1st July 1897.
140	...	...	1,119	...	1,119	Total		
			1,201	...	1,201	1st half	LXXXVI	
			1,103	...	1,103	2nd half		
			2,304	...	2,304	Total		
8	3,502	...	18,116	...	18,116	1st half	LXXXVII	
56	3,135	...	18,684	...	18,684	2nd half		
64	6,637	...	36,800	...	36,800	Total		
376	11,545	...	78,281	416	77,865	1st half		
526	12,044	...	1,00,269	1,432	98,837	2nd half		
902	23,589	...	1,78,550	1.848	1.76,702	Total		
67,040	32,25,192	1,63,432	1,32,50.157	5,07,861	1,32,25,853			

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1897. [From Abstract G of

Classification Number.	Railway.	1897.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE.		₹	₹	₹	₹
I	East Indian	1st half	2,541	11,079	57,076	3,55,616
		2nd half	20,809	23,987	45,715	2,21,316
		Total	23,350	35,066	1,02,791	5,76,932
II	Bengal Central	1st half	124	—3	1,683	40,497
		2nd half	107	34	1,277	38,287
		Total	231	31	2,960	78,784
III	Bengal-Nágpur	1st half	817	722	306	41,401
		2nd half	1,230	226	403	43,732
		Total	2,047	948	709	85,133
IV	Indian Midland	1st half	169	2,666	...	1,29,117
		2nd half	56	3,057	1,090	1,08,961
		Total	225	5,723	1,090	2,38,078
VI	Godhra-Rutlam-Nágdá	1st half	Included with the Rajputana-Malwa railway			
		2nd half				
		Total				
IX	Bezwada extension (East Coast State)	1st half	Included with the Nizam's Guaranteed State railway			
		2nd half				
		Total				
X	Madras-Ennúr section (Bezwada-Madras)	1st half	Included with the Madras railway			(a)1,729
		2nd half				(a)1,465
		Total				3,194
XI	North Western State	1st half	61	2,923	5,542	30,501
		2nd half	163	8,380	5,601	38,935
		Total	224	11,303	11,233	78,436
XII	Hyderabad-Shadipalli	1st half	Included with the North Western State railway			...
		2nd half				
		Total				
XIII	Oudh and Rohilkhand State	1st half	136	2,722	1,419	68,427
		2nd half	42	933	1,922	75,966
		Total	178	3,655	3,341	1,44,393
XIV	Eastern Bengal State (d)	1st half	118	41,410	14,812	41,496
		2nd half	377	40,908	13,545	3,62,732
		Total	495	82,318	28,357	4,04,228
XV	Calcutta Port Commissioners'	1st half	...	20	2,261	2,926
		2nd half	...	...	2,261	1,543
		Total	...	20	4,522	4,469
XVI	East Coast State	1st half	25	384	3,082	...
		2nd half	56	239	1,105	...
		Total	81	623	4,187	...
XVIII	Great Indian Peninsula	1st half	2,116	21,925	24,971	1,10,176
		2nd half	12,370	5,757	25,061	1,27,216
		Total	14,486	27,682	50,032	2,37,392
XIX	Bombay, Baroda and Central India	1st half	2,749	15,654	15,744	23,790
		2nd half	1,435	49,751	15,573	22,952
		Total	4,184	65,405	31,317	46,742
XX	Madras	1st half	2,240	1,141	9,020	...
		2nd half	869	1,599	11,920	39
		Total	3,109	2,740	20,940	39
XXII	Tarkessur	1st half	Included with the East Indian railway			
		2nd half				
		Total				
XXIII	Southern Punjab (Delhi-Samásata) (e)	1st half	Included with the North Western State railway			...
		2nd half				
		Total				
XXIX	Bína-Goona	1st half	Included with the Indian Midland railway			...
		2nd half				
		Total				
XXXII	The Nizam's Guaranteed State	1st half	676	1,000	...	13,150
		2nd half	614	53	551	12,250
		Total	1,290	1,053	551	25,400
XXXIII	Nágdá-Ujjain	1st half	Included with the Bombay, Baroda and Central India railway.			
		2nd half				
		Total				
XXXIV	The Gaekwar's Petlád	1st half				
		2nd half				
		Total				
XXXV	Kolar Gold-fields	1st half	Included with the Madras railway.			(a)4,943
		2nd half				(a)5,500
		Total				10,443
	TOTAL STANDARD GAUGE carried over.	1st half	11,772	1,01,643	1,35,916	8,72,769
		2nd half	38,128	1,34,924	1,26,114	10,00,894
		Total	49,900	2,36,567	2,62,030	19,33,663

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1897.	Classification Number.	REMARKS.
R	*R*	*R*	*R*			
1,16,669	5,42,981	...	5,42,981	1st half	I	
33,861	3,45,688	...	3,45,688	2nd half		
1,50,530	8,88,669	...	8,88,669	Total		
2,157	44,458	...	44,458	1st half	II	
3,411	43,116	...	43,116	2nd half		
5,568	87,574	...	87,574	Total		
20,203	69,449	...	69,449	1st half	III	
22,245	67,836	...	67,836	2nd half		
48,448	1,37,285	...	1,37,285	Total		
17,913	1,49,865	...	1,49,865	1st half	IV	
58,504	1,71,668	...	1,71,668	2nd half		
76,417	3,21,533	...	3,21,533	Total		
			3,130	1st half	VI	
			2,658	2nd half		
			5,788	Total		
			5,261	1st half	IX	
			5,205	2nd half		
			10,556	Total		
...	(*a*) 1,729	...	(*b*) 2,103	1st half	X	
...	(*a*) 1,465	...	(*c*) 1,679	2nd half		
...	3,194	...	3,782	Total		
1,57,328	2,05,355	6,254	1,99,101	1st half	XI	
1,44,174	1,97,343	7,079	1,90,264	2nd half		
3,01,502	4,02,698	13,233	3,89,365	Total		
...	...	...	1,409	1st half	XII	
			1,463	2nd half		
			2,872	Total		
29,166	1,01,870	...	1,01,870	1st half	XIII	
28,869	1,07,732	...	1,07,732	2nd half		
58,035	2,09,602	...	2,09,602	Total		
50,687	1,48,523	...	1,48,523	1st half	XIV	
52,097	4,69,659	...	4,69,659	2nd half		
1,02,784	6,18,182	...	6,18,182	Total		
...	5,207	162	5,045	1st half	XV	
522	4,326	...	4,326	2nd half		
522	9,533	162	9,371	Total		
9,261	12,752	...	12,752	1st half	XVI	
12,052	13,452	...	13,452	2nd half		
21,313	26,204	...	26,204	Total		
92,235	2,51,423	13,877	2,37,546	1st half	XVIII	
49,827	2,20,231	2,056	2,18,175	2nd half		
1,42,062	4,71,654	15,933	4,55,721	Total		
—22,455	35,482	1,781	33,701	1st half	XIX	
9,976	99,687	2,227	97,460	2nd half		
—12,479	1,35,169	4,008	1,31,161	Total		
51,604	64,005	1,738	62,267	1st half	XX	
28,128	42,555	1,326	41,229	2nd half		
79,732	1,06,560	3,064	1,03,496	Total		
24,071	24,071	...	24,071	1st half	XXIII	(*e*) Opened for traffic on the 10th November 1897.
18,622	18,622	...	18,622	2nd half		
42,693	42,693	...	42,693	Total		
			...	1st half	XXII	
			1,676	2nd half		
			1,676	Total		
(*f*) 1,993	(*f*) 1,993	...	(*f*) 1,993	1st half	XXIX	(*f*) Expenditure incurred direct by the State.
(*f*) 1,993	(*f*) 1,993	...	(*f*) 1,993	2nd half		
3,986	3,986	...	3,986	Total		
10,080	24,906	5,261	19,645	1st half	XXXII	
11,815	25,283	5,295	19,988	2nd half		
21,895	50,189	10,556	39,633	Total		
			345	1st half	XXXIII	
			583	2nd half		
			928	Total		
			143	1st half	XXXIV	
			481	2nd half		
			624	Total		
...	(*a*) 4,943	...	(*g*) 6,012	1st half	XXXV	(*g*) Including R1,069 charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.
...	(*a*) 5,500	...	(*h*) 6,309	2nd half		(*h*) Including R809 charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.
...	10,443	...	12,321	Total		
5,66,912	16,89,012	29,073	16,71,670	1st half		
4,76,096	18,36,156	17,983	18,31,352	2nd half		
10,43,008	35,25,168	47,056	35,03,022	Total		

(*a*) Represents the amount paid to the Madras railway for use of rolling stock.
(*b*) Including R374 charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.
(*c*) Including 214 charged by the Madras railway for working this line. The details are included with the figures of the Madras.
(*d*) Including the metre and special gauge sections of the undertaking.

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1897. [From Abstract G of

Classification Number.	Railway.	1896.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	11,772	1,01,643	1,35,916	8,72,769
		2nd half	38,128	1,34,924	1,26,114	10,60,894
		Total	49,900	2,36,567	2,62,030	19,33,663
XXXVI	Rájpura-Bhátinda	1st half 2nd half Total	Included with the North Western State railway			
XXXVII	Jammu and Kashmir	1st half and half Total				
	TOTAL STANDARD GAUGE	1st half	11,772	1,01,643	1,35,916	8,72,769
		2nd half	38,128	1,34,924	1,26,114	10,60,894
		Total	49,900	2,36,567	2,62,030	19,33,663
	METRE GAUGE.					
XXXIX	Bengal and North-Western—					
	Tirhoot section Company's section	1st half	1,102	1,469	1,706	3,836
		2nd half	2,990	2,057	1,922	3,445
		Total	4,092	3,526	3,628	7,281
XLI	Rajputana-Malwa	1st half	516	18,248	483	3,580
		2nd half	1,273	15,283	1,229	1,944
		Total	1,789	33,531	1,712	5,524
XLII	Pálanpur-Deesa	1st half 2nd half Total	Included with the Rajputana-Malwa railway			
XLIII	Southern Mahratta	1st half	1,831	2,352	4,746	8,821
		2nd half	586	7,559	3,944	9,635
		Total	2,417	9,911	8,690	18,456
XLIV	Guntakal-Mysore frontier	1st half 2nd half Total	Included with the Southern Mahratta railway			
XLV	Mysore section (Southern Mahratta)	1st half 2nd half Total				
XLVI	South Indian	1st half	2,167	2,708	6,956	8,574
		2nd half	—269	1,334	15,815	6,765
		Total	1,898	4,042	22,771	15,339
XLVII	Máyavaram-Mutupet	1st half 2nd half Total	Included with the South Indian railway			(*b*) 6,639 (*b*) 6,665 13,304
XLVIII	Assam-Bengal	1st half	228	16	...	...
		2nd half	36	3,780	2,038	...
		Total	264	3,796	2,038	...
XLIX	Burma	1st half	...	1,638	16,026	...
		2nd half	...	1,794	14,000	...
		Total	...	3,432	30,026	...
LIII	Deoghur	1st half 2nd half Total	Details not furnished			
LIV	Rohilkund and Kumaon (Company's section) (*f*)	1st half	476	235	118	721
		2nd half	339	915	220	1,098
		Total	815	1,150	338	1,819
LV	Bengal Dooars	1st half	132	—82	119	...
		2nd half	314	—338	112	170
		Total	446	—420	231	170
	TOTAL METRE GAUGE carried over	1st half	6,452	26,584	30,154	32,171
		2nd half	5,269	32,384	39,280	29,722
		Total (*i*)	11,721	58,968	69,434	61,893

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1897.	Classification Number.	REMARKS.
R	R	R	R			
5,66,912	16,89,012	29,073	16,71,670	1st half		
4,76,096	18,36,156	17,983	18,31,352	2nd half		
10,43,008	35,25,168	47,056	35,03,022	Total		
			4,845	1st half	XXXVI	
			3,627	2nd half	XXXVI	
			8,472	Total	XXXVI	
			...	1st half	XXXVII	
			313	2nd half	XXXVII	
			313	Total	XXXVII	
5,66,912	16,89,012	29,073	16,76,515	1st half		
4,76,095	18,36,156	17,983	18,35,292	2nd half		
10,43,008	35,25,168	47,056	35,11,807	Total		
59,756	67,869	...	67,869	1st half	XXXIX	
64,230	74,644	...	74,644	2nd half	XXXIX	
1,23,986	1,42,513	...	1,42,513	Total	XXXIX	
71,084	93,911	5,765	88,146	1st half	XLI	
64,293	84,022	5,213	78,808	2nd half	XLI	
1,35,377	1,77,933	10,978	1,66,954	Total	XLI	
			228	1st half	XLII	(a) Including the expenditure of R75 incurred direct by the State.
			163	2nd half	XLII	
			391	Total	XLII	
14,048	31,798	14,927	16,871	1st half	XLIII	
36,072	57,796	28,611	29,185	2nd half	XLIII	
50,120	89,594	43,538	46,056	Total	XLIII	
			3,932	1st half	XLIV	
			7,623	2nd half	XLIV	
			11,555	Total	XLIV	
			8,995	1st half	XLV	
			17,468	2nd half	XLV	
			26,463	Total	XLV	
16,565	36,970	1,173	35,797	1st half		
16,777	40,422	1,301	39,121	2nd half	XLVI	
33,342	77,392	2,474	74,918	Total	XLVI	
...	(b)6,639	...	(c) 7,669	1st half	XLVII	(b) Represents the amount paid to the South Indian railway for use of rolling stock.
...	(b)6,665	...	(d) 7,811	2nd half	XLVII	
...	13,304	...	15,480	Total	XLVII	(c) Including R1,030 charged by the South Indian railway for working this line. The details are included with the figures of the South Indian railway.
3,441	3,685	...	3,685	1st half	XLVIII	
3,820	9,674	...	9,674	2nd half	XLVIII	(d) Including R1,146 charged by the South Indian railway for working this railway. The details are included with the figures of the South Indian Railway.
7,261	13,359	...	13,359	Total	XLVIII	
30,942	48,606	...	48,606	1st half	XLIX	
25,730	41,524	...	41,524	2nd half	XLIX	
56,672	90,130	...	90,130	Total	XLIX	
	199	...	199	1st half	LIII	
				2nd half	LIII	(e) Including the Lucknow-Bareilly section.
	199	...	199	Total	LIII	
(f) 53,927	55,477	...	55,477	1st half	LIV	(f) Including R50,774 on account of cart-road service.
(g) 48,541	51,113	...	51,113	2nd half	LIV	(g) Including R45,590 on account of cart-road service.
1,02,468	1,06,590	...	1,06,590	Total	LIV	
808	977	...	977	1st half	LV	
973	1,231	...	1,231	2nd half	LV	
1,781	2,208	...	2,208	Total	LV	
2,50,571	3,45,932	21,865	3,38,252	1st half		
2,60,436	3,67,091	35,125	3,58,365	2nd half		
5,11,007	7,13,222	56,990	6,96,816	Total (h)		(h) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1897. [From Abstract G of

Classification Number.	Railway.	1897.	Law charges.	Compensation.	Rates and taxes.	Payments to othe lines.
	METRE GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	6,452	26,584	30,154	32,171
		2nd half	5,269	32,384	39,280	29,722
		Total (*a*)	11,721	58,968	69,434	61,893
LVI	Dibru-Sadiya	1st half	600	—9	32	...
		2nd half	600	164	43	...
		Total	1,200	155	75	...
LVII	Ledo and Tikak-Margherita Colliery	1st half	Included with the Dibru-Sadiya railway			1,181
		2nd half				1,111
		Total.				2,292
LVIII	Ahmedabad Parántij (*c*)	1st half	Included with the Rajputana-Malwa railway			
		2nd half				
		Total				
LXIII	The Gaekwar's Mehsána	1st half				
		2nd half				
		Total				
LXIV	Kolhápur	1st half	Included with the Southern Mahratta railway			
		2nd half				
		Total				
LXV	Yesvantpur-Mysore frontier	1st half				
		2nd half				
		Total				
LXVI	Mysore-Nanjangúd	1st half				
		2nd half				
LXIX	Jodhpore-Bickaneer—	Total				
	Jodhpore section	1st half	...	43	...	8,729
		2nd half	...	38	...	5,018
		Total		81	...	13,747
	Bickaneer section	1st half	...	8	...	729
		2nd half	...	10	...	373
		Total	...	18	...	1,102
LXX	Oodeypore-Chitor	1st half	Included with the Rajputana-Malwa railway			...
		2nd half				
		Total				
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	1st half	445	1,755	...	1,317
		2nd half	598	315	21	1,432
		Total	1,043	2,070	21	2,749
LXXII	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.			(*e*) 5,242
		2nd half				(*e*) 5,021
		Total				10,263
LXXIII	Jámnagar (*i*)	1st half				(*g*) 1,725
		2nd half				(*g*) 4,590
		Total				6,315
	TOTAL METRE GAUGE	1st half	7,497	28,381	30,186	51,094
		2nd half	6,467	32,911	39,344	47,267
		Total (*a*)	13,964	61,292	69,530	98,361
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...		...
LXXX	Jorhát (2′ 0″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXI	Darjeeling-Himalayan (2′ 0″)	1st half	60	80	5,004	...
		2nd half	520	8	4,801	...
		Total	580	88	9,805	...
LXXXII	Bársi Light (2′ 6″) (*j*)	1st half	...	27	358	286
		2nd half	147	33	...	1,362
		Total	147	60	358	1,648
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	23	...	...
		2nd half	2,750	1	...	...
		Total	2,750	24	...	...
LXXXIV	Rajpipla (2′ 6″) (*k*)	1st half	*Nil*			
		2nd half				
		Total				
LXXXVI	Cooch Behar (2′ 6″)	1st half	Details not furnished			
		2nd half				
		Total				
LXXXVII	Morvi (2′ 6″)	1st half	...	241	...	...
		2nd half	...	12	...	...
		Total	...	253	...	...
	TOTAL SPECIAL GAUGES	1st half	60	371	5,362	286
		2nd half	3,417	54	4,801	1,362
		Total	3,477	425	10,163	1,648
	TOTAL OF ALL GAUGES FOR THE YEAR		97,341	2,98,284	3,41,723	20,33,072

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Other charges.	Total.	Deductions.	Net total.	1897.	Classification Number.	Remarks.
₹	₹	₹	₹			
2,50,571	3,45,932	21,865	3,38,252	1st half		
2,60,436	3,67,091	35,125	3,58,365	2nd half		
5,11,007	7,13,222	56,990	6,96,816	Total (*a*)		
...	623	27	596	1st half	LVI	(*a*) Including the Deoghur railway, for which yearly figures are shown.
...	807	44	763	2nd half		
...	1,430	70	1,359	Total		
...	1,181	...	(*b*)1,208	1st half	LVII	
...	1,111	...	(*b*)1,155	2nd half		(*b*) Including ₹27 in the first-half and ₹44 in the second-half of 1897 charged by the Dibru-Sadiya railway for working this railway. The details are included with the figures of the Dibru-Sadiya railway.
	2,292		2,363	Total		
			150	1st half	LVIII	
			470	2nd half		
			620	Total		
			1,686	1st half	LXIII	(*c*) Opened for traffic on the 1st May 1897.
			1,380	2nd half		
			3,066	Total		
			577	1st half	LXIV	
			657	2nd half		
			1,234	Total		
			1,266	1st half	LXV	
			2,546	2nd half		
			3,812	Total		
			157	1st half	LXV	
			317	2nd half		
			474	Total		
1,254	10,026	...	10,026	1st half	LXIX	
1,363	6,419	...	6,419	2nd half		
2,617	16,445	...	16,445	Total		
190	927	...	927	1st half		
122	505	...	505	2nd half		
312	1,432	...	1,432	Total		
...	...	...	(*d*) 571	1st half	LXX	(*d*) Represents the amount charged by the Rajputana-Malwa railway for working this line. The details are included with the figures of the Rajputana-Malwa railway.
			(*d*) 542	2nd half		
			1,113	Total		
13,204	16,721	1,509	15,212	1st half	LXXI	
10,166	12,532	1,566	10,966	2nd half		
23 370	29,253	3,075	26,178	Total		
...	(*e*) 5,242	...	(*f*) 6,421	1st half	LXXII	(*e*) Represents the amount paid to the Bhávnagar-Gondal-Junágad-Porbandar railway for use of rolling-stock.
...	(*e*) 5,021	...	(*f*) 6,052	2nd half		(*f*) Including ₹1,179 in the first-half and ₹1,031 in the second-half of 1897 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working this railway. The details are included with the figures of the former line.
	10,263	...	12,473	Total		
...	(*g*) 1,725	...	(*h*) 2,054	1st half	LXXIII	
...	(*g*) 4,590	...	(*h*) 5,126	2nd hal		(*g*) Represents the hire of locomotives paid to the Bhávnagar-Gondal-Junágad-Porbandar railway.
	6,315	...	7,180	Total		
2,65,219	3,82,377	23,400	3,79,103	1st half		(*h*) Including ₹329 in the first-half and ₹536 in the second-half of 1897 charged by the Bhâvnagar-Gondal-Junágad-Porbandar railway for working this railway. The details are included with the figures of the former line.
2,72,087	3,98,076	36,735	3,95,263	2nd half		
5,37,306	7,80,652	60,135	7,74,565	Total (*a*)		
...	08	...	68	1st half		
...	111	...	111	2nd half		
	179	...	179	Total		
...	356	...	356	1st half	LXXX	(*i*) Opened for traffic on the 8th April 1897.
...	351	..	351	2nd half		
	707	...	707	Total		
2,786	7,930	...	7,930	1st half	LXXXI	
3,019	8,348	...	8,348	2nd half		
5,805	16,278	...	16,278	Total		
...	671	...	671	1st half	LXXXII	(*j*) Opened for traffic on the 1st March 1897.
...	1,542	...	1,542	2nd half		
	2,213	...	2,213	Total		
...	23	...	23	1st half	LXXXIII	
...	2,751	...	2,751	2nd half		
	2,774	...	2,774	Total		
				1st half	LXXXIV	(*k*) Opened for traffic on the 1st July 1897.
				2nd half		
				Total		
	65	...	65	1st half	LXXXVI	
	71	...	71	2nd half		
	136	...	136	Total		
2,443	2,684	...	2,684	1st half	LXXXVII	
632	644	...	644	2nd half		
3,075	3,328	...	3,328	Total		
5,229	11,797	...	11,797	1st half		
3,651	13,818	...	13,818	2nd half		
8,880	25,615	...	25,615	Total		
15,89,194	43,31,435	1,07,191	43,11,987			

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1897. [From No. XII of

Classification Number.	Railway.	1897.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	Standard gauge.						
I	East Indian . . .	1st half	630	1·00	63·00	1,302	100·66
		2nd half	630	1·00	81·00	1,356	115·57
		Total and average.	630	1·00	72·00	1,356	108·12
II	Bengal Central . . .	1st half	23	1·00	8·00	96	...
		2nd half	23	...	3·00	76	...
		Total and average.	23	0·50	5·50	76	...
III	Bengal-Nágpur . . .	1st half	118	6·00	35·37	293	39·49
		2nd half	118	7·00	30·75	293	38·13
		Total and average.	118	6·50	33·06	293	38·81
IV	Indian Midland. . .	1st half	121	...	27·00	372	63·00
		2nd half	125	...	39·00	372	67·00
		Total and average.	125	...	33·00	372	65·00
VI	Godhra-Ratlam-Nágdá .	1st half 2nd half Total and average.	Worked by the Bombay, Baroda and Central India railway				
IX	Bezwada extension (East Coast State) .	1st half 2nd half Total and average.	Worked by the Nizam's Guaranteed State railway				
X	Madras-Ennúr section (Bezwada-Madras) .	1st half 2nd half Total and average.	Worked by the Madras railway				
XI	North Western . .	1st half	(c) 614	47·02	86·18	(c) 1,648	165·79
		2nd half	(c) 622	51·10	84·56	(c) 1,679	132·23
		Total and average.	622	49·06	85·37	1,679	149·01
XII	Hyderabad-Shadipalli .	1st half 2nd half Total and average.	Worked by the North-Western State railway				
XIII	Oudh and Rohilkhand .	1st half	166	(d) 11·96	26·17	518	55·99
		2nd half	166	12·25	30·68	562	60·81
		Total and average.	166	12·10	28·43	562	58·40
XIV	Eastern Bengal . .	1st half	94	5·41	20·31	408	59·23
		2nd half	104	...	17·62	408	56·42
		Total and average.	104	2·71	18·96	408	57·83
	Total Standard Gauge carried over	1st half	1,766	72·39	266·03	4,637	484·16
		2nd half	1,788	71·35	286·61	4,746	470·16
		Total and average.	1,788	71 87	276·32	4 746	477·16

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

VEHICLES.						1897.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
9,986	223·82	341	20·30	11,629	344·78	1st half	I	
10,054	250·56	341	22·75	11,751	388·88	2nd half		
10,054	237·19	341	21·52	11,751	366·83	Total and average.		
505	4·00	10	...	611	4·00	1st half	II	(*a*) Including 13 composites (brake-vans and 3rd class).
495	10·00	(*a*) 23	...	594	10·00	2nd half		
495	7·00	23	...	594	7·00	Total and average.		
3,421	375·13	123	14·65	3,837	429·27	1st half	III	
3,421	405·98	123	11·00	3,837	455·11	2nd half		
3,421	390·55	123	12·83	3,837	442·19	Total and average.		
2,068	90·00	(*b*)126	13·00	2,566	166·00	1st half	IV	(*b*) Including 50 composites (brake-vans and 3rd class) and 4 construction brake-vans.
2,068	77·00	(*b*)126	12·00	2,566	156·00	2nd half		
2,068	83·50	126	12·50	2,566	161·00	Total and average.		
						1st half 2nd half Total and average.	VI	
						1st half 2nd half Total and average.	IX	
						1st half 2nd half Total and average.	X	
10,652	436·37	523	36·69	(*c*) 12,823	638·85	1st half	XI	(*c*) Excluding the stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
10,838	396·55	523	30·74	(*c*) 13,040	559·52	2nd half		
10,838	416·46	523	33·72	13,040	599·19	Total and average.		
						1st half 2nd half Total and average.	XII	
4,372	197·08	132	16·49	5,022	269·56	1st half	XIII	(*d*) Of these two are condemned engines.
4,346	145·91	147	13·97	5,055	220·69	2nd half		
4,346	171·49	147	15·23	5,055	245·12	Total and average.		
1,923	152·33	(*e*) 71	11·59	2,402	223·15	1st half	XIV	(*e*) Including 14 composites (7 intermediate and brake-vans and 7 third class and brake-vans).
2,074	100·50	(*e*) 71	6·47	2,553	163·39	2nd half		
2,074	126·41	71	9·03	2,553	193·27	Total and average.		
32,927	1,478·73	1,326	112·72	38,890	2,075·61	1st half		
33,296	1,386·50	1,354	96·93	39,396	1,953·59	2nd half		
33,296	1,437·61	1,354	104·83	39,396	2,014·60	Total and average.		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1897. [From No. XII of

Classification Number.	Railway.	1897.	LOCOMOTIVES. Total stock on the list.	Average number laid by as spare or hired out.	Average number constantly under repairs and renewals.	COACHING. Total stock on the list.	Average number constantly under repairs and renewals.
	STANDARD GAUGE—*concld.*						
	Brought forward STANDARD GAUGE.	1st half	1,766	72·39	266·03	4,637	484·16
		2nd half	1,788	71·35	286·61	4,746	470·16
		Total and average.	1,788	71·87	276·32	4,746	477·16
XV	Calcutta Port Commissioners'	1st half	8	...	2·00	...	...
		2nd half	8	...	1·00		...
		Total and average.	8	...	1·50	...	...
XVI	East Coast.	1st half	57	5·00	6·70	236	5·66
		2nd half	57	7·00	5·54	249	8·35
		Total and average.	57	6 co	6·12	249	7·00
XVIII	Great Indian Peninsula .	1st half	(*a*) 605	...	154·00	1,136	133·00
		2nd half	(*a*) 605	...	161·00	1,136	131·00
		Total and average.	605	...	157·50	1,136	132·00
XIX	Bombay, Baroda and Central India.	1st half	164	...	28·00	447	07·00
		2nd half	162	...	26·00	447	60·00
		Total and average.	16z	..	27·00	447	63·50
XX	Madras	1st half	166	...	31·00	645	55·00
		2nd half	166	...	37·00	652	49·00
		Total and average.	166		34·00	652	52·00
XXIII	Southern Punjab (Delhi-Samásata.) (*e*)	1st half	Worked by the North-Western State railway				
		2nd half					
		Total and average.					
XXXII	The Nizam's Guaranteed State.	1st half	50	...	10·39	110	12·71
		2nd half	50	...	10·31	112	14·48
		Total and average.	50	...	10·35	112	13·59
XXXIII	Nágdá-Ujjain . . .	1st half	Worked by the Bombay, Baroda and Central India railway				
		2nd half					
		Total and average					
XXXIV	The Gaekwar's Petlád .	1st half					
		2nd half					
		Total and average.					
XXXV	Kolar Gold-fields .	1st half	Worked by the Madras railway				
		2nd half					
		Total and average.					
XXXVI	Rájpura-Bhátinda .	1st half	Worked by the North-Western State railway				
		2nd half					
		Total and average.					
XXXVII	Jammu and Kashmir .	1st half					
		2nd half					
		Total and average.					
	TOTAL STANDARD GAUGE .	1st half	2,816	77·39	498·12	7,211	757·53
		2nd half	2,836	78·35	527·46	7,342	732·99
	METRE GAUGE.	Total and average.	2,836	77·87	512·79	7,342	745·26
XXXIX	Bengal and North-Western—Tirhoot section Company's section .	1st half	110	3·00	17·46	490	30·97
		2nd half	110	4·00	11·74	515	70·18
		Total and average.	110	3·50	14·60	515	50·57
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	Worked by the Rohilkund and Kumaon railway (Company's section)				
		2nd half					
		Total and average.					
XLI	Rajputana-Malwa .	1st half	441	...	99·75	1,324	85·93
		2nd half	426	...	109·27	1,327	127·37
		Total and average.	426	...	104·51	1,327	100·65
XLII	Pálanpur-Deesa . . .	1st half	Worked by the Rajputana-Malwa railway				
		2nd half					
		Total and average.					
	TOTAL METRE GAUGE carried over.	1st half	551	3·00	117·21	1,814	110·90
		2nd half	536	4·00	121·01	1,842	107·55
		Total and average.	536	3·50	119·11	1,842	157·22

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

VEHICLES.						1897.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
32,927	1,478·73	1,326	112·72	38,890	2,075·61	1st half		
33,296	1,386·50	1,354	96·93	39,396	1,953·59	2nd half		
33,296	1,437·61	1,354	104·83	39,396	2,014·00	Total and average.		
372	6·00	...	...	372	6·00	1st half	XV	
372	11·00	...	...	372	11·00	2nd half		
372	8·50	...	...	372	8·50	Total and average.		
1,343	36·22	65	3·10	1,644	44·98	1st half	XVI	
1,418	45·54	65	0·87	1,732	54·76	2nd half		
1,418	40·88	65	1·99	1,732	49·87	Total and average.		
(*b*) 7,863	762·00	(*c*) 650	59·00	9,649	954·00	1st half	XVIII	(*a*) Excluding 4 engines which were withdrawn for renewals but are used as locomotive shunting engines.
(*b*) 7,863	772·00	(*d*) 650	56·00	9,649	959·00	2nd half		
7,863	767·00	650	57·50	9,649	956·50	Total and average.		
4,221	335·00	94	13·00	4,762	415·00	1st half	XIX	(*b*) Excluding 36 low-sided wagons in charge of locomotive department.
4,227	386·00	94	15·00	4,768	461·00	2nd half		
4,227	360·50	94	14·00	4,768	438·00	Total and average.		
2,934	146·00	178	16·00	3,757	217·00	1st half	XX	(*c*) Including 107 composites (brake-vans and 3rd class).
2,952	136·00	178	15·00	3,782	200·00	2nd half		
2,952	141·00	178	15·50	3,782	208·50	Total and average.		(*d*) Including 115 composites (brake-vans and 3rd class).
						1st half 2nd half Total and average.	XXIII	(*e*) Opened for traffic on the 10th November 1897.
836	33·77	41	0·34	987	46·82	1st half	XXXII	
837	31·89	41	4·40	990	50·77	2nd half		
837	32·83	41	2·37	990	48·79	Total and average.		
						1st half 2nd half Total and average.	XXXIII	
						1st half 2nd half Total and average.	XXXIV	
						1st half 2nd half Total and average.	XXXV	
						1st half 2nd half Total and average.	XXXVI	
						1st half 2nd half Total and average.	XXXVII	
50,496	2,797·72	2,354	204·16	60,061	3,759·41	1st half		
50,965	2,768·93	2,382	188·20	60,689	3,690·12	2nd half		
50,965	2,783·32	2,382	196·18	60,689	3,724·76	Total and average.		
2,941	49·49	87	5·60	3,518	86·06	1st half	XXXIX	
3,049	55·09	97	2·54	3,661	127·81	2nd half		
3,049	52·29	97	4·07	3,661	106·93	Total and average.		
						1st half 2nd half Total and average.	XL	
7,030	347·04	(*f*) 282	18·99	8,636	451·96	1st half	XLI	(*f*) Including 8 composit (brake-vans and postal).
7,010	425·70	(*f*) 282	18·30	8,619	571·37	2nd half		
7,010	386·37	282	18·04	8,619	511·66	Total and average.		
						1st half 2nd half Total and average.	XLII	
9,971	390·53	369	24·59	12,154	538·02	1st half		
10,059	480·79	379	20·84	12,280	699·18	2nd half		
10,059	438·66	379	22·72	12,280	618·60	Total and average.		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1897. [From No. XII o

Classification Number.	Railway.	1897.	LOCOMOTIVES. Total stock on the list.	LOCOMOTIVES. Average number laid by as spare or hired out.	LOCOMOTIVES. Average number constantly under repairs and renewals.	COACHING. Total stock on the list.	COACHING. Average number constantly under repairs and renewals.
	METRE GAUGE—*contd.*						
	Brought forward METRE GAUGE . . .	1st half	551	3·00	117·21	1,814	116·90
		2nd half	536	4·00	121·01	1,842	197·55
		Total and average.	536	3·50	119·11	1,842	157·22
XLIII	Southern Mahratta . .	1st half	(*a*) 178	18·00	25·96	574	60·26
		2nd half	(*a*) 178	15·00	32·23	574	80·42
		Total and average	178	16·50	29·10	574	73·34
XLIV	Guntakal-Mysore frontier .	1st half	Worked by the Southern Mahratta railway				
		2nd half					
		Total and average.					
XLV	Mysore section (Southern Mahratta).	1st half	42	5·00	11·04	162	17·59
		2nd half	42	5·00	7·48	162	23·08
		Total and average.	42	5·00	9·26	162	20·33
XLVI	South Indian . . .	1st half	203	3·00	38·01	903	145·57
		2nd half	205	2·00	32·01	897	96·33
		Total and average.	205	2·50	35·01	897	120·95
XLVII	Máyavaram-Mutupet . .	1st half	Worked by the South Indian railway				
		2nd half					
		Total and average.					
XLVIII	Assam-Bengal . . .	1st half	53	17·00	3·12	97	2·44
		2nd half	53	24·00	0·45	117	3·46
		Total and average.	53	20·50	1·78	117	2·95
XLIX	Burma	1st half	147	5·00	17·98	610	40·46
		2nd half	147	8·00	23·53	610	48·70
		Total and average.	147	6·50	20·75	610	44·58
L	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	1st half	91	12·09	18·13	391	48·26
		2nd half	91	4·83	13·56	398	35·61
	Dacca section . . .	Total and average.	91	8·46	15·85	398	41·93
LIII	Deoghur . . .	1st half	Information not recorded in Revenue Accounts				
		2nd half					
		Total and average.					
LIV	Rohilkund and Kumaon (Company's section).	1st half	27	1·00	5·77	148	8·73
		2nd half	27	1·00	5·13	148	6·97
		Total and average.	27	1·00	5·45	148	7·85
LV	Bengal Dooars . . .	1st half	4	...	1·00	19	...
		2nd half	4	...	1·00	21	...
		Total and average.	4	...	1·00	21	...
LVI	Dibru-Sadiya . . .	1st half	18	...	4·27	44	4·85
		2nd half	18	...	4·49	44	7·34
		Total and average.	18	...	4·38	44	6·10
LVII	Ledo and Tikak-Margherita Colliery.	1st half	Worked by the Dibru-Sadiya railway				
		2nd half					
		Total and average.					
LVIII	Ahmedabad-Parántij (*m*) .	1st half	Worked by the Rajputana-Malwa railway				
		2nd half					
		Total and average.					
LXIII	The Gaekwar's Mehsána .	1st half					
		2nd half					
		Total and average.					
LXIV	Kolhápur	1st half	Worked by the Southern Mahratta railway				
		2nd half					
		Total and average.					
LXV	Yesvantpur-Mysore frontier .	1st half					
		2nd half					
		Total and average.					
	TOTAL METRE GAUGE carried over	1st half	1,314	64·00	242·49	4,762	451·06
		2nd half	1,301	63·83	240·89	4,813	409·46
		Total and average. (*n*)	1,301	63·96	241·69	4,813	475·26

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

VEHICLES.						1897.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
9,971	396·53	369	24·59	12,154	538·02	1st half		
10,059	480·79	379	20 84	12,280	699·18	2nd half		
10,059	438·66	379	22·72	12,280	618·60	Total and average		
4,009	176·28	(*b*)141	10·78	4,724	253·32	1st half	XLIII	(*a*) Including the tender of a condemned engine.
4,009	172·48	(*c*)145	18·45	4,728	271·35	2nd half		(*b*) Including 117 composites (brake-vans and 3rd class).
4,009	174·38	145	14·62	4,728	262·34	Total and average.		(*c*) Including 115 composites (brake-vans and 3rd class).
						1st half	XLIV	
						2nd half		
						Total and average.		
695	27·44	(*d*) 30	3·27	887	48·30	1st half	XLV	(*d*) Composites (brake-vans and 3rd class)
695	31·80	(*e*) 31	2·91	888	57·79	2nd half		(*e*) Including 29 composites (brake-vans and 3rd class).
695	29·02	31	3·09	888	53·04	Total and average.		
3,320	286·73	(*f*)60	38·78	4,283	471·08	1st half	XLVI	(*f*) Including 8 composites (brake-vans and 3rd class).
3,287	192·80	(*g*) 66	5·16	4,250	294·29	2nd half		(*g*) Including 14 composites (brake-vans and 3rd class).
3,287	239·76	66	21·97	4,250	382·68	Total and average.		
						1st half	XLVII	
						2nd half		
						Total and average.		
1,073	8·10	34	0·40	1,204	10·94	1st half	XLVIII	
1,092	30·19	34	0·19	1,243	33·84	2nd half		
1,092	19·14	34	0·30	1,243	22·39	Total and average.		
3,500	146 90	(*h*) 139	4·39	4,249	191·75	1st half	XLIX	(*h*) Including 3 composites (brake-vans and 3rd class).
3,513	225·46	(*h*) 139	6·73	4,262	280·89	2nd half		
3,513	186·18	139	5·56	4,262	236·32	Total and average.		
(*i*) 2,214	124·45	(*j*) 63	6·24	2,663	178·95	1st half	L	(*i*) Including 10 wagons lent to the Cooch Behar railway.
(*i*) 2,316	80·97	(*j*) 63	5·17	2,777	121·75	2nd half		(*j*) Including 4 composites (brake-vans and 3rd class).
2,316	102·71	63	5·71	2,777	150·35	Total and average.		
						1st half	LIII	
						2nd half		
						Total and average.		
665	29·11	(*k*) 27	1·49	840	39·33	1st half	LIV	(*k*) Including 18 composites (brake-vans and postal).
665	30·93	(*k*) 27	1·95	840	30·85	2nd half		
665	30·02	27	1·72	840	39·59	Total and average.		
92	...	5	...	116	...	1st half	LV	
107	...	5	...	133	...	2nd half		
107	...	5	...	133	...	Total and average.		
799	19·43	(*l*) 20	3·54	863	27·82	1st half	LVI	(*l*) Including 6 composites (brake-vans and postal).
799	17·87	(*l*) 20	2·87	863	28·08	2nd half		
799	18·65	20	3·20	863	27·95	Total and average.		
						1st half	LVII	
						2nd half		
						Total and average.		
						1st half	LVIII	
						2nd half		
						Total and average.		
						1st half	LXIII	
						2nd half		
						Total and average.		
						1st half	LXIV	(*m*) Opened for traffic on the 1st May 1897.
						2nd half		
						Total and average.		
						1st half	LXV	
						2nd half		
						Total and average.		
26,338	1,214·97	888	93·48	31,988	1,759·51	1st half		
26,542	1,263·29	909	64 27	32,264	1,827·02	2nd half		
26,542	1,239·13	909	78 87	32,264	1,793·26	Total and average. (*n*)		(*n*) Excluding the Deoghur railway.

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1897. [From No. XII of

Classification Number.	Railway.	1897.	LOCOMOTIVES. Total stock on the list.	LOCOMOTIVES. Average number laid by as spare or hired out.	LOCOMOTIVES. Average number constantly under repairs and renewals.	COACHING. Total stock on the list.	COACHING. Average number constantly under repairs and renewals.
	METRE GAUGE—*concld.*						
	Brought forward METRE GAUGE . . .	1st half	1,314	64·00	242·49	4,762	451·06
		2nd half	1,301	63·83	240·89	4,813	499·46
		Total and average. (*a*)	1,301	63·96	241·69	4,813	475·26
LXVI	Mysore-Nanjangúd . .	1st half	Worked by the Southern Mahratta railway				
		2nd half					
		Total and average.					
LXIX	Jodhpore-Bickaneer—						
	Jodhpore section . .	1st half	17	...	2·66	69	4·99
		2nd half	17	...	3·34	69	5·21
		Total and average.	17	...	3·00	69	5·10
	Bickaneer section . .	1st half	Worked by the Jodhpore-Bickaneer railway (Jodhpore section)				
		2nd half					
		Total and average.					
LXX	Oodeypore-Chitor . .	1st half	Worked by the Rajputana-Malwa railway as a temporary measure, until the rolling				
		2nd half					
		Total and average.					
LXXI	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	33	2·00	5·76	190	14·96
		2nd half	33	...	4·66	190	28·28
		Total and average.	33	1·00	5·21	190	21·62
LXXII	Jetalsar-Rájkot . . .	1st half	Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway				
		2nd half					
		Total and average.					
LXXIII	Jámnagar (*b*) . . .	1st half	(*c*)			24	...
		2nd half				24	0·15
		Total and average.				24	0·08
	TOTAL METRE GAUGE .	1st half	1,364	66·09	250·91	5,045	471·01
		2nd half	1,351	63·83	248·89	5,096	533·10
		Total and average. (*a*)	1,351	64·96	249·90	5,096	502·06
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	Information not recorded in Revenue Accounts				
		2nd half					
		Total and average.					
LXXX	Jorhát (2′ 0″) . .	1st half					
		2nd half					
		Total and average.					
LXXXI	Darjeeling-Himalayan (2′ 0″)	1st half	15	...	1·00	61	4·00
		2nd half	15	...	1·00	61	4·00
		Total and average.	15	...	1·00	61	4·00
LXXXII	Bársi Light (2′ 6″) (*d*). .	1st half	4		1·00	7	...
		2nd half	4		1·00	7	...
		Total and average.	4	...	1·00	7	...
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	8	...	1·00	39	2·00
		2nd half	8	..	3·00	34	2·00
		Total and average.	8	...	2·00	34	2·00
LXXXIV	Rajpípla (*e*) . .	1st half	Opened for traffic on the 1st July 1897.				
		2nd half	3	...	...	7	...
		Total and average.	3	...	...	7	...
LXXXVI	Cooch Behar (2′ 6″) . .	1st half	3	0·72	0·98	9	0·51
		2nd half	3	0·33	0·35	9	0·45
		Total and average.	3	0·52	0·66	9	0·48
LXXXVII	Morvi (2′ 6″) . . .	1st half	8	...	2·00	46	7·50
		2nd half	8	...	1·00	47	6·50
		Total and average.	8	...	1·50	47	7·00
	TOTAL SPECIAL GAUGES (*g*)	1st half	38	0·72	5·98	102	14·01
		2nd half	41	0·33	0·35	165	12·95
		Total and average.	41	0·52	6·16	165	13·48
	TOTAL AND AVERAGE OF ALL GAUGES FOR THE YEAR (*h*)		1,428	143·35	768·85	12,603	1,260·80

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

VEHICLES.						1897.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
26,338	1,214·97	888	93·48	31,988	1,759·51	1st half		(a) Excluding the Deoghur railway.
26,542	1,263·29	909	64·27	32,264	1,827·02	2nd half		
26,542	1,239·13	909	78·87	32,264	1,793·26	Total and average.		
						(a) 1st half		
						2nd half	LXVI	
						Total and average.		
220	3·34	12	...	301	8·33	1st half		
220	2·76	12	1·09	301	9·06	2nd half	LXIX	
220	3·05	12	0·55	301	8·70	Total and average.		
						1st half		
						2nd half		
						Total and average.		
stock ordered for that line from England is received				...	...	1st half		
						2nd half	LXX	
						Total and average.		
894	46·16	37	3·30	1,121	64·42	1st half		
895	37·83	37	6·07	1,122	72·18	2nd half	LXXI	
895	42·00	37	4·68	1,122	68·30	Total and average.		
						1st half		
						2nd half	LXXII	
						Total and average.		
100	...	4	...	128	...	1st half		(b) Opened for traffic on t e 8th April 1897.
100	0·22	4	0·13	128	0·50	2nd half	LXXIII	
100	0·11	4	0·06	128	0·25	Total and verage.		(c) Worked by the engines of the Bhávnagar-Gondal-Junágad-Porbandar railway as a temporary measure.
27,552	1,264·47	941	96·78	33,538	1,832·26	1st half		
27,757	1,304·10	962	71·56	33,815	1,908·76	2nd half		
27,757	1,284·29	962	84·16	33,815	1,870·51	Total and average.		
						(a) 1st half		
						2nd half		
						Total and average.		
						1st half		
						2nd half	LXXX	
						Total and average.		
190	6·00	...	...	251	10·00	1st half		
190	6·00	...	...	251	10·00	2nd half	LXXXI	
190	6·00	...	...	251	10·00	Total and average.		
64	3·00	...	...	71	3·00	1st half		
65	3·00	...	...	72	3·00	2nd half	LXXXII	(d) Opened for traffic on the 1st March 1897.
65	3·00	...	...	72	3·00	Total and average.		
211	2·00	8	...	258	4·00	1st half		
211	7·00	8	1·00	253	10·00	2nd half	LXXXIII	
211	4·50	8	0·50	253	7·00	Total and average.		
...	...	...	...	...	...	1st half		(e) Opened for traffic on the 1st July 1897.
33	...	3	...	43	...	2nd half	LXXXIV	
33	...	3	...	43	...	Total and average.		
41	2·47	(f)4	0·95	54	3·93	1st half		(f) Three composites (brake-vans and 3rd class), and one composite (brake-van, intermediate and 3rd class).
41	3·39	(f)4	0·02	54	3·86	2nd half	LXXXVI	
41	2·93	4	0·49	54	3·90	Total and average.		
113	4·00	6	2·00	165	13·50	1st half		
113	3·00	6	1·00	166	10·50	2nd half	LXXXVII	
113	3·50	6	1·50	166	12·00	Total and average		
619	17·47	18	2·95	799	34·43	1st half		(g) Excluding the Cherra-Companyganj and the Jorhát railways.
653	22·39	21	2·02	839	37·36	2nd half		
653	19·93	21	2·48	839	35·89	Total and average.		
79,375	4,087·54	3,365	282·76	95,343	5,631·16	...		(h) Excluding the Deoghur, the Cherra-Companyganj and the Jorhat railways

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1897. [From No. XIV of

Classification Number.	Railway.	1897.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Standard gauge.					
I	East Indian	1st half	1,015,844	3,304,776	1,884,590	331,129
		2nd half	1,218,527	3,338,088	1,693,844	330,160
		Total	2,234,371	6,732,864	3,578,434	661,289
II	Bengal Central	1st half	34,217	23,342	125,864	139
		2nd half	12,068	50,333	157,826	2,581
		Total	46,285	73,675	283,690	2,720
III	Bengal-Nágpur	1st half	87	280,519	563,421	1,752
		2nd half	232,385	72,408	645,232	4,468
		Total	232,472	352,927	1,208,653	6,220
IV	Indian Midland	1st half	210,659	305,784	366,784	18,521
		2nd half	246,721	229,559	352,023	26,773
		Total	457,380	535,343	718,807	45,294
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Details included with the Rajputana-Malwa railway			
IX	Bezwada extension (East Coast State)	1st half	88	7,066	7,964	...
		2nd half	44	5,534	8,010	22
		Total	132	12,600	15,974	22
X	Madras-Ennúr section (Bezwada-Madras)	1st half	9,384	2,364	2,896	...
		2nd half	8	2,581	11,992	76
		Total	9 392	4,945	14,888	76
XI	North Western	1st half	965,261	1,715,525	1,481,399	91,970
		2nd half	1,206,147	1,619,003	1,562,328	132,974
		Total	2,171,408	3,334,528	3,043,727	224,944
XII	Hyderabad-Shadipalli	1st half	20	9,742	23,048	36
		2nd half	40	13,938	24,285	105
		Total	60	23,680	47,333	141
XIII	Oudh and Rohilkhand	1st half	233,635	342,604	600,646	26,786
		2nd half	259,669	295,408	625,969	17,305
		Total	493,304	638,012	1,226,615	44,091
XIV	Eastern Bengal	1st half	360,956	340,559	196,945	8,286
		2nd half	396,772	522,171	194,509	11,989
		Total	757,728	862,730	391,454	20,275
XV	Calcutta Port Commissioners'	1st half 2nd half Total	Information not furnished.			
XVI	East Coast	1st half	1,684	84,053	386,824	8,638
		2nd half	1,298	67,926	461,237	6,231
		Total	2,982	151,979	848,061	14,869
XVIII	Great Indian Peninsula (*a*)	1st half	1,845,086	2,381,113	297,809	149,296
		2nd half	2,031,559	2,103,658	140,543	147,734
		Total	3,876,645	4,484,771	438,352	297,030
XIX	Bombay, Baroda and Central India	1st half	623,629	518,088	178,788	1,868
		2nd half	593,551	344,762	168,454	2,749
		Total	1,217,180	862,850	347,242	4,617
XX	Madras	1st half	458,472	139,020	641,142	23,577
		2nd half	457,186	103,496	661,175	36,795
		Total	915,658	302,522	1,302,317	60 372
XXIII	Southern Punjab (Delhi-Samásata) (*b*)	1st half	...	...	...	...
		2nd half	187	5,818	49,341	709
		Total	187	5,818	49,341	709
XXXII	The Nizam's Guaranteed State	1st half	46,444	162,093	220,525	26
		2nd half	46,240	180,657	224,573	334
		Total	92,684	342,750	445,098	360
XXXIII	Nágdá-Ujjain	1st half	69	12,648	24,797	...
		2nd half	34	3,472	23,119	...
		Total	103	16,120	47,916	...
XXXIV	The Gaekwar's Petlád	1st half	...	...	9,593	...
		2nd half	...	...	9,752	...
		Total	...	...	19 345	...
XXXV	Kolar Gold-fields	1st half	...	3,440	14,470	42
		2nd half	...	4,214	14,750	360
		Total	..	7,654	29,210	402
	Total standard gauge carried over	1st half	5,805,535	9,722,742	7,027,405	662,066
		2nd half	6,702,136	9,023,026	7,028,902	721,305
		Total	12,507,671	18,745,768	14,056,307	1,383,131

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1897.	Classification Number.	Remarks.
Coaching.	Goods.						
2,542,726	4,083,613	6,626,339	1,364,853	7,991,192	1st half	I	
2,605,988	3,914,631	6,580,619	1,383,091	7,963,710	2nd half		
5,208,714	7,998,244	13,206,958	2,747,944	15,954,902	Total		
108,549	75,013	183,562	23,931	207,493	1st half	II	
117,079	105,729	222,808	40,346	263,154	2nd half		
225,628	180,742	406,370	64,277	470,647	Total		
241,483	604,296	845,779	105,684	951,463	1st half	III	
411,399	543,094	954,493	100,066	1,054,559	2nd half		
652,852	1,147,390	1,800,272	205,750	2,006,022	Total		
385,994	515,754	901,748	125,451	1,027,199	1st half	IV	
433,817	421,259	855,076	116,839	971,915	2nd half		
819,811	937,013	1,756,824	242,290	1,999,114	Total		
		178,758	22,890	201,648	1st half	VI	
		153,936	168,521	322,457	2nd half		
		332,694	191,411	524,105	Total		
4,735	10,383	15,118	7,098	22,216	1st half	IX	
4,845	8,765	13,610	5,810	19,420	2nd half		
9,580	19,148	28,728	12,908	41,636	Total		
10,918	3,726	14,644	529	15,173	1st half	X	
7,720	6,937	14,657	473	15,130	2nd half		
18,638	10,663	29,301	1,002	30,303	Total		
1,808,758	2,445,397	4,254,155	520,549	4,774,704	1st half	XI	
2,081,902	2,438,550	4,520,452	627,387	5,147,839	2nd half		
3,890,660	4,883,947	8,774,607	1,147,936	9 922,543	Total		
9,216	23,630	32,846	7,383	40,229	1st half	XII	
12,308	26,060	38,368	5,727	44,095	2nd half		
21,524	49,690	71,214	13,110	84,324	Total		
507,020	696,645	1,203,671	228,816	1,432,487	1st half	XIII	
609,130	589,221	1,198,351	229,111	1,427,462	2nd half		
1,116,156	1,285,866	2,402,022	457,927	2,859,949	Total		
489,125	417,621	906,746	348,331	1,255,077	1st half	XIV	
521,934	603 507	1,125,441	447,558	1,572,999	2nd half		
1,011,059	1,021,128	2,032,187	795,889	2,828,076	Total		
					1st half	XV	
					2nd half		
					Total		
246,312	234,887	481,199	84,692	565,891	1st half	XVI	
278,934	257,758	536,692	63,881	600,573	2nd half		
525,246	492,645	1,017,891	148,573	1,166,464	Total		
2,060,854	2,612,450	4,673,304	627,634	5,300,938	1st half	XVIII	(*a*) Including the Wardha Coal, the Dhond-Manmad, the Khámgaon and the Amráoti railways.
2,153,961	2,269,533	4,423,494	590,659	5,014,153	2nd half		
4,214,815	4,881,983	9,096,798	1,218,293	10,315,091	Total		
697,008	625,365	1,322,373	219,442	1,541,815	1st half	XIX	
665,345	444,171	1,109,510	182,588	1,292,104	2nd half		
1,362,453	1,069,536	2,431,889	402,030	2,833,919	Total		
620,315	635,902	1,262,217	240,172	1,502,389	1st half	XX	
633,073	685,579	1,318,652	263,404	1,582,056	2nd half		
1,259,388	1,321,481	2,580,869	503,576	3,084,445	Total		
...	...	...	...	...	1st half	XXIII	(*b*) Opened for traffic on the 10th November 1897.
27,090	28,965	56,055	2,747	58,802	2nd half		
27,090	28,965	56,055	2,747	58,802	Total		
108,694	320,394	429,088	53,816	482,904	1st half	XXXII	
110,899	340,905	451,804	57,285	509,089	2nd half		
219,593	661,299	880,892	111,101	991,993	Total		
13,877	23,637	37,514	4,869	42,383	1st half	XXXIII	
11,465	15,160	26,625	3,508	30,133	2nd half		
25,342	38,797	64,139	8,377	72,516	Total		
6,071	3,522	9,593	3,578	13,171	1st half	XXXIV	
6,935	2,817	9,752	1,404	11,156	2nd half		
13,006	6,339	19,345	4,9[illegible]2	24,[illegible]27	Total		
7,221	10,721	17,942	432	18,374	1st half	XXXV	
7,427	11,897	19,324	382	19,706	2nd half		
14,648	22,618	37,260	814	38,080	Total		
9,874,882	13,342,956	23,396,596	3,990,150	27,386,746	1st half		
10,761,251	12,714,538	23,629,725	4,290,787	27,920,512	2nd half		
20,636,133	26,057,494	47,026,321	8,280,937	55,307,258	Total		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1897. [From No. XIV

Classification Number.	Railway.	1897.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Standard gauge—*concld.*					
	Brought forward standard gauge	1st half	5,805,535	9,722,742	70,27,495	662,066
		2nd half	6,702,436	9,023,026	70,28,962	721,365
		Total .	12,507,971	18,745,768	14,056,457	1,383,431
XXXVI	Rájpura-Bhátinda	1st half	1,233	12,294	84,036	3,478
		2nd half	1,460	3,596	85,256	2,170
		Total .	2,693	15,890	169,292	5,648
XXXVII	Jammu and Kashmir	1st half	Included with the North Western State railway.			
		2nd half	112	16	11,776	...
		Total .	112	16	11,776	...
	Total standard gauge	1st half	5,806,768	9,735,036	7,111,531	665,544
		2nd half	0,704,008	9,026,038	7,125,994	723,535
		Total .	12,510,776	18,761,674	14,237,525	1,389,079
	Metre gauge.					
XXXIX	Bengal and North-Western—Tirhoot section / Company's section	1st half	3,747	243,751	747,958	12,930
		2nd half	124,641	218,840	673,022	13,251
		Total .	128,388	462,591	1,420,980	26,181
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	Included with the Rohilkund and Kumaon railway (Company's section).			
		2nd half				
		Total .				
XL	Rajputana-Malwa (*a*)	1st half	402,100	1,015,787	1,264,714	39,103
		2nd half	426,254	940,529	1,216,831	46,482
		Total .	828,354	1,956,316	2,481,545	85,585
XLII	Pálanpur-Deesa	1st half	68	272	6,154	68
		2nd half	34	34	6,256	34
		Total .	102	306	12,410	102
XLIII	Southern Mahratta	1st half	145,870	312,838	1,028,551	36,548
		2nd half	138,040	313,481	915,006	26,665
		Total .	283,910	626,319	1,943,557	63,213
XLIV	Guntakal-Mysore frontier	1st half	44,361	4,625	85,439	176
		2nd half	30,542	40,989	101,102	4,162
		Total .	74,903	45,614	186,541	4,338
XLV	Mysore section (Southern Mahratta)	1st half	2,549	27,301	290,886	1,037
		2nd half	5,970	65,367	282,982	3,116
		Total	8,519	92,668	573,868	4,153
XLVI	South Indian	1st half	654,985	515,035	551,206	22,825
		2nd half	037,043	553,698	545,545	21,187
		Total .	1,292,028	1,068,733	1,096,751	44,012
XLVII	Máyavaram-Mutupet	1st half	492	2,419	60,606	120
		2nd half	276	1,198	61,946	120
		Total .	768	3,617	122,552	240
XLVIII	Assam-Bengal	1st half	61	60,473	172,874	1,672
		2nd half	473	30,478	132,853	1,195
		Total .	534	90,951	305,727	2,867
XLIX	Burma	1st half	198,409	497,401	732,627	32,509
		2nd half	176,256	240,247	910,556	18,798
		Total .	374,665	737,648	1,643,183	51,307
L	Eastern Bengal State—Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	1st half	124,511	197,482	468,471	3,081
	Dacca section	2nd half	110,928	304,611	447,390	5,395
		Total .	235,439	502,093	915,861	8,476
LIII	Deoghur	1st half	Details not furnished			
		2nd half				
		Total .				
LIV	Rohilkund and Kumaon (Company's section). (*b*)	1st half	4,215	41,391	200,420	5,042
		2nd half	1,041	39,069	175,636	3,885
		Total .	5,856	80,460	376,056	8 927
LV	Bengal Dooars	1st half	144	11,336	14,020	2,584
		2nd half	...	14,273	15,260	2,886
		Total .	144	25,609	30.192	5,470
	Total metre gauge carried over	1st half	1,581,512	2,930,111	5,624,832	157,695
		2nd half	1,652,098	2,762,814	5,484,391	147,176
		Total (*c*)	3,233,610	5,692,925	11,109,223	304,871

...ued.

...LWAYS—(PART I)—*continued.*

...TRAIN-MILEAGE—*continued.*

...of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1897.	Classification Number.	Remarks.
Coaching.	Goods.						
9,874,882	13,342,956	23,396,596	3,990,150	27,386,746	1st half		
10,761,251	12,714,538	23,629,725	4,290,787	27,920,512	2nd half		
20,636,133	26,057,494	47,026,321	8,280,937	55,307,258	Total		
44,545	56,496	101,041	19,798	120,839	1st half	XXXVI	
52,516	39,966	92,482	17,886	110,368	2nd half		
97,061	96,462	193,523	37,684	231,207	Total		
9,087	2,817	11,904	125	12,029	1st half / 2nd half	XXXVII	
9,087	2,817	11,904	125	12,029	Total		
9,919,427	13,399,452	23,497,637	4,009,948	27,507,585	1st half		
10,822,854	12,757,321	23,734,111	4,308,798	28,042,909	2nd half		
20,742,281	26,156,773	47,231,748	8,318,746	55,550,494	Total		
408,182	600,204	1,008,386	178,269	1,186,655	1st half	XXXIX	
498,461	531,293	1,029,754	189,620	1,219,374	2nd half		
906,643	1,131,497	2,038,140	367,889	2,406,029	Total		
					1st half / 2nd half	XL	
					Total		
1,133,164	1,588,540	2,542,946	404,693	2,947,639	1st half	XLI	
1,111,538	1,518,558	2,476,160	393,183	2,869,343	2nd half		
2,244,702	3,107,098	5,019,106	797,876	5,816,892	Total		
3,108	3,454	6,562	2 518	9,080	1st half	XLII	
3,826	2,532	6,358	2,395	8,753	2nd half		
6,934	5,986	12,920	4,913	17,833	Total		
440,412	1,083,395	1,523,807	149,055	1,672,862	1st half	XLIII	
397,993	995,199	1,393,192	141,656	1,534,848	2nd half		
838,405	2,078,594	2,916,999	290,711	3,207,710	Total		
64,681	69,920	134,601	602	135,203	1st half	XLIV	
62,749	114,046	176,795	1,508	178,303	2nd half		
127,430	183,966	311,396	2,110	313,506	Total		
119,306	202,467	321,773	22,238	344,011	1st half	XLV	
124,524	232,911	357,435	29,072	386,507	2nd half		
243,830	435,378	679,208	51,310	730,518	Total		
977,503	766,548	1,744,051	301,891	2,045,942	1st half	XLVI	
942,645	814,828	1,757,473	295,371	2,052,844	2nd half		
1,920,148	1,581,376	3,501,524	597,262	4,098,786	Total		
45,418	18,219	63,637	8,288	71,925	1st half	XLVII	
47,993	15,547	63,540	8,306	71,846	2nd half		
93,411	33,766	127,177	16,594	143,771	Total		
91,043	144,037	235,080	44,221	279,301	1st half	XLVIII	
63,380	101,619	164,999	40,361	205,360	2nd half		
154,423	245,656	400,079	84,582	484,661	Total		
552,997	907,949	1,460,946	235,917	1,696,863	1st half	XLIX	
618,677	727,180	1,345,857	226,577	1,572,434	2nd half		
1,171,674	1,635,129	2,806,803	462,494	3,269,297	Total		
365,648	427,897	793,545	193,411	986,956	1st half	L	
367,989	500,335	868,324	210,846	1,079,170	2nd half		
733,637	928,232	1,661,869	404,257	2,066,126	Total		
...	...	13,384	...	13,384	1st half / 2nd half	LII	
...	...	13,384	...	13,384	Total		
94,408	156,660	251,068	50,854	301,922	1st half	LIV	
93,940	126,291	220,231	39,816	260,047	2nd half		
188,348	282,951	471,299	90,670	561,969	Total		
11,076	17,914	28,990	4,327	33,317	1st half	LV	
10,557	21,868	32,425	6,721	39,146	2nd half		
21,633	39,782	61,415	11,048	72,463	Total		
4,306,946	5,987,204	10,115,392	1,596,284	11,711,676	1st half		
4,344,272	5,702,207	9,892,543	1,585,432	11 477,975	2nd half		
8,651,218	11,689,411	20,021,319	3,181,716	23,203,035	Total (*c*)		

(*a*) Including the Godhra-Rutlam-Nágdá (standard gauge) railway, except in the case of "total train-mileage," "assisting, shunting, and miscellaneous mileage," and "total engine-mileage."

(*b*) Including the Lucknow-Bareilly section.

(*c*) Including the Deoghur railway for which yearly figures are shown.

APPE
STATISTICS OF IND
STATEMENT

Half-years ended the 30th June and the 31st December 1897. [From No. XIV of

Classification Number.	Railway.	1897.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Metre gauge—*concld.*					
	Brought forward metre gauge	1st half	1,581,512	2,930,111	5,624,832	157,695
		2nd half	1,652,098	2,762,814	5,484,391	147,176
		Total(*a*)	3,233,610	5,692,925	11,109,223	304,871
LVI	Dibru-Sadiya	1st half	...	38,796	56,527	...
		2nd half	...	40,334	57,393	...
		Total	...	79,130	113,920	...
LVII	Ledo and Tikak-Margherita Colliery	1st half	...	8,648	...	...
		2nd half	...	8,984	...	...
		Total	...	17,632	...	...
LVIII	Ahmedabad-Parántij (*b*)	1st half	...	3,750	4,186	360
		2nd half	36	...	16,944	22
		Total	36	3,750	21,130	382
LXIII	The Gaekwar's Mehsána	1st half	92	10,563	41,690	...
		2nd half	40	6,752	42,320	80
		Total	132	17,315	84,010	80
LXIV	Kolhápur	1st half	3,305	1,100	17,930	...
		2nd half	3,276	801	14,801	...
		Total	6,581	1,901	32,731	...
LXV	Yesvantpur-Mysore frontier	1st half	19,482	6,436	36,719	103
		2nd half	15,259	16,054	42,215	976
		Total	34,741	22,490	78,934	1,079
LXVI	Mysore-Nanjangúd	1st half	11,370	...	4,935	15
		2nd half	6,765	...	4,080	...
		Total	18,135	...	9,015	15
LXIX	Jodhpore-Bickaneer—					
	Jodhpore section	1st half	1,320	34,769	139,289	316
		2nd half	1,309	11,001	142,939	831
		Total	2,629	45,770	282,228	1,147
	Bickaneer section	1st half	131	10,900	15,791	...
		2nd half	261	6,239	16,064	...
		Total	392	17,139	31,855	...
LXX	Oodeypore-Chitor	1st half	114	1,663	21,720	...
		2nd half	86	44	22,080	...
		Total	200	1,707	43,800	...
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	1st half	39,547	105,520	167,577	5,501
		2nd half	39,748	56,173	124,873	2,785
		Total	79,295	161,693	292,450	8,286
LXXII	Jetalsar-Rájkot	1st half	798	5,283	16,882	620
		2nd half	1,138	3,206	16,744	863
		Total	1,936	8,489	33,626	1,483
LXXIII	Jámnagar (*c*)	1st half	234	2,698	8,300	200
		2nd half	1,426	67	17,168	50
		Total	1,660	2,765	25,468	250
	Total metre gauge	1st half	1,657,905	3,160,237	6,156,378	164,810
		2nd half	1,721,442	2,912,469	6,002,012	152,783
		Total(*a*)	3,379,347	6,072,706	12,158,390	317,593
	Special gauges.					
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...
		2nd half	Closed throughout	the half-year.		...
		Total	...	...	...	...
LXXX	Jorhát (2′ 0″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXI	Darjeeling-Himalayan (2′ 0″)	1st half	18,373	71,802	...	...
		2nd half	19,041	55,161	...	...
		Total	37,414	126,963	...	...
LXXXII	Bársi Light (2′ 6″) (*d*)	1st half	...	...	10,865	...
		2nd half	...	...	82,463	7,702
		Total	...	...	93,328	7,702
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	1st half	842	27,891	25,973	36
		2nd half	89	8,135	29,156	196
		Total	931	36,026	55,129	232
LXXXIV	Rajpipla (2′ 6″) (*e*)	1st half	...	...	...	...
		2nd half	...	2,129	6,930	...
		Total	...	2,129	6,930	...
LXXXVI	Cooch Behar (2′ 6″)	1st half	299	3,622	7,216	...
		2nd half	1,179	3,939	6,485	...
		Total	1,478	7,561	13,701	...
LXXXVII	Morvi (2′ 6″)	1st half	23,938	19,959	44,021	282
		2nd half	29,233	13,963	41,178	296
		Total	53,171	33,922	85,199	578
	Total special gauges	1st half	43,452	123,274	88,075	318
		2nd half	49,542	83,327	166,212	8,194
		Total	92,994	206,601	254,287	8,512
	Total of all gauges for the year		15,983,117	25,040,981	26,650,202	1,715,184

A.—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1897.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1897.	Classification Number.	Remarks.
Coaching.	Goods.						
4,306,946	5,987,204	10,115,392	1,596,284	11,711,676	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
4,344,272	5,702,207	9,892,543	1,585,432	11,477,975	2nd half		
8,651,218	11,689,411	20,021,319	3,181,716	23,203,035	Total(a)		
18,842	76,481	95,323	41,134	136,457	1st half	LVI	
19,131	78,596	97,727	39,880	137,607	2nd half		
37,973	155,077	193,050	81,014	274,064	Total		
...	8,648	8,648	...	8,648	1st half	LVII	
...	8,984	8,984	...	8,984	2nd half		
...	17,632	17,632	...	17,632	Total		
2,777	5,519	8,296	797	9,093	1st half	LVIII	(b) Opened for traffic on the 1st May 1897.
11,292	5,710	17,002	1,534	18,536	2nd half		
14,069	11,229	25,298	2,331	27,629	Total		
26,466	25,879	52,345	13,120	65,465	1st half	LXIII	
28,027	21,165	49,192	9,793	58,985	2nd half		
54,493	47,044	101,537	22,913	124,450	Total		
12,143	10,192	22,335	85	22,420	1st half	LXIV	
10,190	8,688	18,878	113	18,991	2nd half		
22,333	18,880	41,213	198	41,411	Total		
29,377	33,363	62,740	438	63,178	1st half	LXV	
29,303	45,201	74,504	497	75,001	2nd half		
58,680	78,564	137,244	935	138,179	Total		
15,069	1,251	16,320	26	16,346	1st half	LXVI	
9,999	846	10,845	123	10,968	2nd half		
25,068	2,097	27,165	149	27,314	Total		
68,123	107,571	175,694	11,493	187,187	1st half	LXIX	
81,877	74,203	156,080	10,434	166,514	2nd half		
150,000	181,774	331,774	21,927	353,701	Total		
7,440	19,382	26,822	573	27,395	1st half		
9,050	13,514	22,564	435	22,999	2nd half		
16,490	32,896	49,386	1,008	50,394	Total		
15,044	8,453	23,497	3,339	26,836	1st half	LXX	
16,430	5,780	22,210	3,850	26,060	2nd half		
31,474	14,233	45,707	7,189	52,896	Total		
154,327	163,818	318,145	20,567	338,712	1st half	LXXI	
129,220	94,359	223,579	14,083	237,662	2nd half		
283,547	2,58,177	541,724	34,650	576,374	Total		
14,064	9,519	23,583	1,271	24,854	1st half	LXXII	
14,968	6,983	21,951	2,523	24,474	2nd half		
29,032	16,502	45,534	3,794	49,328	Total		
6,780	4,652	11,432	305	11,737	1st half	LXXIII	(c) Opened for traffic on the 8th April 1897.
15,382	3,329	18,711	4,284	22,995	2nd half		
22,162	7,981	30,143	4,589	34,732	Total		
6,461,932	4,677,398	10,960,572	1,689,432	12,650,004	1st half		
4,719,141	6,069,565	10,634,770	1,672,981	12,307,751	2nd half		
11,181,073	10,746,963	21,608,726	3,362,413	24,971,139	Total (a)		
...	...	6,273	...	6,273	1st half		
...	...	...	...	...	2nd half		
...	...	6,273	...	6,273	Total		
...	...	18,762	...	18,762	1st half	LXXX	
...	...	12,536	..	12,536	2nd half		
...	...	31,298	...	31,298	Total		
18,373	71,802	90,175	...	90,175	1st half	LXXXI	
19,041	55,161	74,202	...	74,202	2nd half		
37,414	126,963	164,377	...	164,377	Total		
...	...	10,865	...	10,865	1st half	LXXXII	(d) Opened for traffic on the 1st March 1897.
35,982	54,183	90,165	1,551	91,716	2nd half		
35,982	54,183	101,030	1,551	102,581	Total		
16,041	38,701	54,742	245	54,987	1st half	LXXXIII	
17,166	20,410	37,576	328	37,904	2nd half		
33,207	59,111	92,318	573	92,891	Total		
...	...	...	...	...	1st half	LXXXIV	(e) Opened for traffic on the 1st July 1897.
5,206	3,853	9,059	115	9,174	2nd half		
5,206	3,853	9,059	115	9,174	Total		
3,755	7,382	11,137	3,571	14,708	1st half	LXXXVI	
4,560	7,043	11,603	2,758	14,361	2nd half		
8,315	14,425	22,740	6,329	29,069	Total		
54,763	33,437	88,200	3,061	91,261	1st half	LXXXVII	
60,762	23,908	84,670	3,808	88,478	2nd half		
115,525	57,345	172,870	6,869	179,739	Total		
92,932	151,322	280,154	6,877	287,031	1st half		
142,717	164,558	319,811	8,560	328,371	2nd half		
235,649	315,880	599,965	15,437	615,402	Total		
32,159,003	37,219,616	69,440,439	11,696,596	81,137,035			

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1897.

Classification Number.	Railway.	1897.	Interest on capital.	Net earnings.	Difference.	
					Excess.	Deficiency.
			₹	₹	₹	₹
	STANDARD GAUGE.					
I	East Indian	1st half	(a)1,54,27,378	2,13,71,037	59,43,659	...
		2nd half	(a)1,45,46,393	2,05,41,549	59,95,156	...
		Total	2,99,73,771	4,19,12,586	1,19,38,815	...
II	Bengal Central	1st half	2,71,703	1,79,924	...	91,779
		2nd half	2,65,106	3,09,762	44,656	...
		Total	5,36,809	4,89,686	...	47,123
III	Bengal-Nágpur	1st half	25,32,653	19,37,848	...	5,94,805
		2nd half	26,02,586	10,41,711	...	15,60,875
		Total	51,35,239	29,79,559	...	21,55,680
IV	Indian Midland	1st half	21,51,206	13,38,651	...	8,12,555
		2nd half	21,02,687	10,67,915	...	10,34,772
		Total	42,53,893	24,06,566	...	18,47,327
V	Bhopal-Itársi (British section)	1st half	45,872	33,309	...	12,563
		2nd half	45,934	27,826	...	18,108
		Total	91,806	61,135	...	30,671
VII	Wardha Coal	1st half	99,868	43,021	...	56,847
		2nd half	99,927	15,510	...	84,417
		Total	1,99,795	58,531	...	1,41,264
VIII	Dhond-Manmád	1st half	2,28,223	1,91,253	...	36,970
		2nd half	2,28,007	90,019	...	1,37,988
		Total	4,56,230	2,81,272	...	1,74,958
IX	Bezwada extension (East Coast State)	1st half	28,823	40,565	11,742	...
		2nd half	29,560	16,080	...	13,480
		Total	58,383	56,645	...	1,738
X	Madras-Ennúr section (Bezwada-Madras)	1st half	11,649	14,677	3,028	...
		2nd half	11,778	8,831	...	2,947
		Total	23,427	23,508	81	...
XI	North Western	1st half	(b)1,14,33,287	61,12,975	...	53,20,312
		2nd half	(b)1,15,80,782	88,65,923	...	27,14,859
		Total	2,30,14,069	1,49,78,898	...	80,35,171
XII	Hyderabad-Shadipalli	1st half	36,872	30,258	...	6,614
		2nd half	36,680	29,155	...	7,525
		Total	73,552	59,413	...	14,139
XIII	Oudh and Rohilkhand	1st half	29,34,137	19,40,123	...	9,94,014
		2nd half	28,69,424	17,56,655	...	11,12,769
		Total	58,03,561	36,96,778	...	21,06,783
XIV	Eastern Bengal	1st half	(b)20,26,418	17,08,218	...	3,18,200
		2nd half	(b)20,10,087	30,73,901	10,63,814	...
		Total	40,36,505	47,82,119	7,45,614	...
XV	Calcutta Port Commissioners'	1st half	(c) 54,430	63,665	9,235	...
		2nd half	(c) 60,953	85,042	24,089	...
		Total	1,15,383	1,48,707	33,324	...
	TOTAL STANDARD GAUGE carried over	1st half	3,72,82,519	3,50,05,524	59,67,664	82,44,659
		2nd half	3,64,89,904	3,69,29,879	71,27,715	66,87,740
		Total	7,37,72,423	7,19,35,403	...	18,37,020

(a) Including contribution to Provident Fund and Annuity.
(b) Including annuity.
(c) Including contribution to Sinking Fund.

A —*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1897.

Classification Number.	Railway.	1897.	Interest on capital.	Net earnings	Difference.	
					Excess.	Deficiency.
	Standard gauge—*concld.*		R	R	R	R
	Brought forward standard gauge .	1st half	3,72,82,519	3,50,05,524	59,67,664	82,44,659
		2nd half	3,64,89,904	3,69,29,879	71,27,715	66,87,740
		Total .	7,37,72,423	7,19,35,403	...	18,37,020
XVI	East Coast	1st half	11,07,417	4,19,646	...	6,87,771
		2nd half	11,28,998	4,49,324	...	6,79,674
		Total .	22,36,415	8,68,970	...	13,67,445
XVIII	Great Indian Peninsula . . .	1st half	65,14,905	63,48,714	...	1,66,191
		2nd half	64,82,315	30,45,682	...	34,36,633
		Total .	1,29,97,220	93,94,396	...	36,02,824
XIX	Bombay, Baroda and Central India .	1st half	23,75,779	43,44,225	19,68,446	...
		2nd half	(*a*)23,63,870	21,91,333	...	1,72,537
		Total .	47,39,649	65,35,558	17,95,909	...
XX	Madras	1st half	(*a*)29,22,734	30,89,636	1,66,902	...
		2nd half	(*a*)29,18,836	29,12,551	...	6,285
		Total .	58,41,570	60,02,187	1,60,617	...
XXIII	Southern Punjab (Delhi Samásata) (*b*) .	1st half	...	...	...	...
		2nd half	1,09,784	(*d*)71,327	...	38,457
		Total .	1,09,784	71,327	...	38,457
XXVII	Khámgaon	1st half	10,425	10,001	...	424
		2nd half	10,443	3,900	...	6,543
		Total .	20,868	13,901	...	6,967
XXVIII	Amráoti	1st half	9,025	21,526	12,501	...
		2nd half	9,049	8,335	...	714
		Total .	18,074	29,861	11,787	...
XXXI	Bhopal-Itársi (Native state section) .	1st half	1,00,000	72,529	...	27,471
		2nd half	1,00,000	60,567	...	39,433
		Total .	2,00,000	1,33,096	...	66,904
XXXII	The Nizam's Guaranteed state . .	1st half	(*c*) 12,16,503	9,58,345	...	2,58,158
		2nd half	(*c*) 12,07,018	9,80,424	...	2,26,594
		Total .	24,23,521	19,38,769	...	4,84,752
XXXIII	Nágdá-Ujjain	1st half	42,808	34,744	...	8,064
		2nd half	44,295	13,013	...	31,282
		Total .	87,103	47,757	...	39,346
XXXIV	The Gaekwar's Petlád	1st half	14,464	21,090	6,626	...
		2nd half	14,791	12,856	...	1,935
		Total .	29,255	33,946	4,691	...
XXXV	Kolar Gold-fields	1st half	14,994	43,891	28,897	...
		2nd half	15,822	46,387	30,565	...
		Total .	30,816	90,278	59,462	...
XXXVI	Rájpura-Bhátinda	1st half	1,33,928	1,79,358	45,430	...
		2nd half	1,33,926	1,34,259	333	...
		Total .	2,67,854	3,13,617	45,763	...
XXXVII	Jammu and Kashmir (Native state section).	1st half	19,200	10,246	...	8,954
		2nd half	19,252	11,341	...	7,911
		Total .	38,452	21,587	...	16,865
	Total standard gauge carried over (*e*)	1st half	5,17,64,701	5,05,59,475	81,96,466	94,01,692
		2nd half	5,10,48,303	4,68,71,178	71,58,613	1,13,35,738
		Total .	10,28,13,004	9,74,30,653	...	53,82,351

(*a*) Including contribution to Provident Fund.
(*b*) Opened for traffic on the 10th November 189[illegible].
(*c*) Including contribution to Sinking Fund.
(*d*) Including rebate.
(*e*) Excluding the Godhra-Rutlam-Nágdá, the Delhi-Umballa-Kalka, the Tarkessur, the Bina-Goona and the Bhopal-Ujjain railways.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1897.

Classification Number.	Railway.	1897.	Interest on capital.	Net earnings.	Difference.	
					Excess.	Deficiency.
			₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	5,17,64,701	5,05,59,475	81,96,466	94,01,692
		2nd half	5,10,48,303	4,68,71,178	71,58,613	1,13,35,738
	METRE GAUGE.	Total .	10,28,13,004	9,74,30,653	...	53,82,351
XXXIX	Bengal and North Western— Tirhoot section	1st half	5,19,761	9,19,798	4,00,037	...
		2nd half	5,18,869	6,35,109	1,16,240	...
		Total .	10,38,630	15,54,907	5,16,277	...
	Company's section	1st half	7,47,438	(a)10,76,620	3,29,182	...
		2nd half	7,51,656	(a) 7,38,127	...	13,529
		Total .	14,99,094	18,14,747	3,15,653	...
XL	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	(a)1,81,157	2,09,083	27,926	...
		2nd half	(a)1,82,079	1,28,380	...	53,699
		Total	3,63,236	3,37,463	...	25,773
XLI	Rajputana-Malwa (b)	1st half	(c) 33,83,920	54,61,976	20,78,056	...
		2nd half	(c) 32,31,890	47,02,737	14,70,847	...
		Total .	66,15,810	1,01,64,713	35,48,903	...
XLII	Pálanpur-Deesa	1st half	8,340	13,438	5,098	...
		2nd half	8,365	9,688	1,323	...
		Total .	16,705	23,126	6,421	...
XLIII	Southern Mahratta	1st half	(a) &(c) 25,66,238	16,46,234	...	9,20,004
		2nd half	(c) 24,07,913	11,64,937	...	12,42,976
		Total .	49,74,151	28,11,171	...	21,62,980
XLIV	Guntakal-Mysore frontier . . .	1st half	1,17,965	1,36,126	18,161	...
		2nd half	1,18,035	1,39,857	21,822	...
		Total .	2,36,000	2,75,983	39,983	...
XLV	Mysore section (Southern Mahratta) .	1st half	(a)&(c)5,01,898	4,19,350	...	82,548
		2nd half	(c)4,78,035	3,83,128	...	94,907
		Total .	9,79,933	8,02,478	...	1,77,555
XLVI	South Indian	1st half	(a)&(c) 21,45,628	22,27,312	81,684	...
		2nd half	(a)&(c) 20,87,126	20,87,407	281	...
		Total .	42,32,754	43,14,719	81,965	...
XLVII	Máyavaram-Mutupet	1st half	49,521	57,216	7,695	...
		2nd half	49,638	54,279	4,641	...
		Total .	99,159	1,11,495	12,736	...
XLVIII	Assam-Bengal	1st half	10,85,506	18,599	...	10,66,907
		2nd half	11,70,773	53,615	...	11,17,158
		Total .	22,56,279	72,214	...	21,84,065
XLIX	Burma	1st half	19,66,475	27,89,452	8,22,977	...
		2nd half	19,46,414	10,93,221	...	8,53,193
		Total .	39,12,889	38,82,673	...	30,216
L	Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	1st half	8,11,388	11,83,293	3,71,905	...
		2nd half	8,16,033	18,76,424	10,60,391	...
		Total .	16,27,421	30,59,717	14,32,296	...
	Dacca section	1st half	1,34,943	77,325	...	57,618
		2nd half	1,34,912	1,47,832	12,920	...
		Total .	2,69,855	2,25,157	...	44,698
	TOTAL METRE GAUGE carried over	1st half	1,42,20,178	1,62,35,822	41,42,721	21,27,077
		2nd half	1,39,01,738	1,32,14,741	26,88,465	33,75,462
		Total .	2,81,21,916	2,94,50,563	13,28,647	...

(a) Including contribution to Provident Fund.
(b) Including the Godhra-Rutlam-Nágdá railway.
(c) Including share of surplus profits payable to the working company.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*concluded.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*concluded.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1897.

Classification Number.	Railway.	1897.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
	Metre gauge—*concld.*		₹	₹	₹	₹
	Brought forward metre gauge	1st half	1,42,20,178	1,62,35,822	41 42,721	21,27,077
		2nd half	1,39,01,738	1,32,14,741	26,88,465	33,75,462
		Total	2,81,21,916	2,94,50,563	13,28,647	...
LVI	Dibru-Sadiya	1st half	(a)2,10,519	1,11,581	...	98,938
		2nd half	2,05,809	1,35,169	...	70,640
		Total	4,16,328	2,46,750	...	1,69,578
LVIII	Ahmedabad-Parantij (b)	1st half	32,316	8,838	...	23,478
		2nd half	37,811	27,827	...	9,984
		Total	70,127	36,665	...	33,462
LXIII	The Gaekwar's Mehsána	1st half	65,269	99,485	34,216	...
		2nd half	65,234	81,674	16,440	...
		Total	1,30,503	1,81,159	50,656	...
LXXI	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	3,51,949	5,58,368	2,06,419	...
		2nd half	3,52,852	2,60,712	...	92,140
		Total	7,04,801	8,19,080	1,14,279	...
LXXII	Jetalsar-Rájkot	1st half	30,670	44,414	13,744	...
		2nd half	30,852	40,306	9,454	...
		Total	61,522	84,720	23,193	...
LXXIII	Jamnagar	1st half	(a)35,699	15,269	...	20,430
		2nd half	43,288	13,685	...	29,603
		Total	78,987	28,954	...	50,033
	Total metre gauge (c)	1st half	1,49,46,600	1,70,73,777	43,97,100	22,09,923
		2nd half	1,46,37,584	1,37,74,114	27,14,359	35,77,829
		Total	2,95,84,184	3,08,47,891	12,63,707	...
	Special gauges.					
	Cherra-Compauyganj (2′ 6″)	1st half	6,918	—982	...	7,900
		2nd half	6,828	—30,940	...	37,768
		Total	13,746	—31,922	...	45,668
LXXX	Jorhát (2′ 0″)	1st half	17,612	10,967	...	6,645
		2nd half	17,983	3,158	...	14,825
		Total	35,595	14,125	...	21,470
LXXXII	The Gaekwar's Dabhoi (2′ 6″)	1st half	41,729	49,261	7,532	...
		2nd half	42,068	1,688	...	40,380
		Total	83,797	50,949	...	32,848
LXXXIV	Rajpipla (2′ 6″) (d)	1st half	...	...	...	...
		2nd half	14,112	— 6,534	...	20,646
		Total	14,112	—6,534	...	20,646
LXXXVI	Cooch Behar (2′ 6″)	1st half	16,263	21,272	5,009	...
		2nd half	17,608	14,072	...	3,536
		Total	33,871	35,344	1,473	...
LXXXVII	Morvi (2′ 6″)	1st half	47,996	93,036	45,040	...
		2nd half	49,535	1,18,606	69,071	...
		Total	97,531	2,11,642	1,14,111	...
	Total special gauges (e)	1st half	1,30,518	1,73,554	57,581	14,545
		2nd half	1,48,134	1,00,050	69,071	1,17,155
		Total	2,78,652	2,73,604	...	5,048
	Total of all gauges for the year		13,26,75,840	12,85,52,148	...	41,23,692

(a) Figures obtained from Chapter II, Part II of the Administration Report.
(b) Opened for traffic on the 1st May 1897.
(c) Excluding the Deoghur, the Rohilkund and Kumaon (Company's section), the Bengal Dooars, the Ledo and Tikak-Margherita Colliery, the Kolhápur, the Yesvantpur-Mysore frontier, the Mysore-Nanjangúd, the Jodhpore-Bickaneer and the Oodeypore-Chitor railways, but including the Godhra-Ratlam Nágdá railway.
(d) Opened for traffic on the 1st July 1897.
(e) Excluding the Darjeeling-Himalayan and the Bārsi Light railways.

APPENDIX A—*continued.*

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1897.

PART II.

SUMMARY OF ANALYSIS OF WORKING.

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APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1897.

Progressive number.	Headings.	1897.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal-Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.(b)	STATE LINES WORKED BY THE STATE. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand including the Cawnpore-Burhwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	STANDARD LINES WORKED BY TEED COM XVIII. Great Indian Peninsula railway system.(f)	XIX. Bombay, Baroda and Central India railway system.(g)
	DESCRIPTION OF RAILWAY WORKED.											
1	Gauge of railway	1st half	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
		2nd „	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
2	Mean mileage worked . . . *Miles*	1st half	(a)1,920·56	125·01	862·33	948·16	2,048·10	846·60	251·75	529·75	1,491·31	649·83
		2nd „	(a)1,922·92	125·01	862·33	941·53	2,165·91	874·59	253·49	538·25	1,491·31	649·83
3	Number of stations . . . . *No.*	1st half	276	26	95	(c)122	284	126	72	81	218	112
		2nd „	277	26	95	(c)121	330	126	74	84	218	112
4	Total length of the following gradients :											
	(a) $\frac{1}{80}$ and less . . . . *Miles*	1st half	5·78	...	...	...	71·12	...	...	...	19·31	...
		2nd „	5·78	...	...	...	71·12	...	...	...	19·31	...
	(b) $\frac{1}{81}$ to $\frac{1}{80}$ . . . . . „	1st half	13·70	...	...	6·75	91·59	...	...	...	2·36	1·35
		2nd „	13·70	...	...	6·75	91·59	...	...	...	2·36	1·35
	(c) $\frac{1}{81}$ to $\frac{1}{100}$ . . . . . „	1st half	27·54	...	83·44	4·20	104·23	(d) 2·84	...	...	62·10	0·51
		2nd „	27·54	...	83·44	4·20	104·04	(d) 2·84	...	...	62·10	0·51
	(d) $\frac{1}{101}$ to $\frac{1}{200}$ . . . . . „	1st half	161·20	...	274·66	286·58	145·05	(d) 9·19	0·55	135·33	516·07	115·53
		2nd „	161·20	...	274·66	286·58	145·03	(d) 9·19	...	135·34	516·07	115·60
	(e) $\frac{1}{201}$ to $\frac{1}{300}$ . . . . . „	1st half	120·71	...	80·48	85·35	109·86	(d) 18·05	1·09	49·40	204·78	25·80
		2nd „	120·71	...	80·48	85·35	109·23	(d) 18·05	1·90	49·41	204·78	25·80
5	Steepest gradient worked—											
	(a) Inclination	1st half	$\frac{1}{80}$	$\frac{1}{100}$	$\frac{1}{84}$	$\frac{1}{80}$	$\frac{1}{88}$	(d) $\frac{1}{100}$	$\frac{1}{104}$	$\frac{1}{150}$	$\frac{1}{37}$	$\frac{1}{80}$
		2nd „	$\frac{1}{80}$	$\frac{1}{100}$	$\frac{1}{84}$	$\frac{1}{80}$	$\frac{1}{88}$	(d) $\frac{1}{100}$	$\frac{1}{100}$	$\frac{1}{150}$	$\frac{1}{37}$	$\frac{1}{80}$
	(b) Length . . . . . *Miles*	1st half	3·98	...	0·40	2·40	5·60	(d) 2·84	0·14	75·85	5·85	1·35
		2nd „	3·98	...	0·40	2·40	6·52	(d) 2·84	0·14	75·86	5·85	1·35
	FINANCIAL RESULTS.											
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay . . . *Per cent.*	1st half	5·34	1·57	1·95	1·50	1·88	1·81	2·61	0·74	2·28	3·66
		2nd „	5·11	2·64	1·05	1·20	2·46	1·63	4·55	0·79	1·09	1·75
7	Percentage of net earnings for each half-year on paid up capital . . . „	1st half	...	...	1·91	1·51	...	...	...	...	2·27	4·16
		2nd „	...	...	1·03	1·20	...	...	...	...	1·09	2·10
	OUTLAY, EARNINGS AND EXPENSES. *(Exclusive of Steam-boat Service.)*											
8	Capital outlay per mile open . . *R*	1st half	2,08,928	85,143	1,13,229	1,28,202	1,57,822	1,20,364	2,44,656	1,01,241	2,13,890	1,87,726
		2nd „	2,09,505	91,273	1,13,354	1,28,616	1,40,953	1,20,880	2,48,881	1,01,193	2,13,972	1,90,739
9	Total earnings per mile open per week „	1st half	624	140	160	138	258	204	523	99	405	530
		2nd „	588	210	116	124	296	177	833	102	328	388
10	Total working expenses per mile open per week . . . . . „	1st half	191	85	74	74	137	116	260	66	234	256
		2nd „	170	115	70	73	140	100	354	69	246	256
11	Total earnings per train-mile . . „	1st half	4·71	2·48	4·25	3·78	3·60	(d) 3·73	3·77	2·84	3·36	5·78
		2nd „	4·46	3·07	2·73	3·55	4·13	(d) 3·40	4·88	2·65	2·88	5·04
12	Total working expenses per train-mile „	1st half	1·44	1·50	1·96	2·02	1·92	(d) & (e) 2·16	1·88	1·90	1·94	2·80
		2nd „	1·29	1·68	1·64	2·09	1·95	(d) & (e) 1·96	2·07	1·80	2·16	3·32
13	Net earnings per train-mile . . „	1st half	3·27	0·98	2·29	1·76	1·68	(d) 1·57	1·89	0·94	1·42	2·98
		2nd „	3·17	1·39	1·09	1·46	2·18	(d) 1·44	2·81	0·85	0·72	1·72
14	Cost per 1,000 gross ton-miles moved (freight and dead-weight) . . „	1st half	3·67	6·47	4·64	5·79	5·78	6·45	6·16	5·42	6·93	7·79
		2nd „	3·35	4·60	4·96	6·46	5·86	6·47	5·48	5·65	8·06	9·93
15	Percentage of total working expenses on total earnings . . . *Per cent.*	1st half	30·62	60·43	46·05	53·51	53·21	56·76	49·79	67·10	57·84	48·41
		2nd „	28·94	54·68	60·06	58·76	47·23	56·40	42·45	67·90	75·09	65·91
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . „	1st half	29·29	60·12	44·69	52·35	51·83	55·63	50·24	66·42	56·58	47·81
		2nd „	27·42	54·24	58·47	57·79	45·82	55·47	42·13	66·39	74·18	65·06
	(Inclusive of Steam-boat Service.)											
17	Percentage of total working expenses on total earnings (for details, see items 123—29) . . . *Per cent.*	1st half	30·81	60·43	46·05	53·51	53·24	56·76	50·25	70·00	57·84	48·41
		2nd „	29·09	54·68	60·06	58·76	47·29	56·40	44·12	69·20	75·09	65·91

(a) Including 34·50 miles of the Eastern Bengal State railway, and 1·00 mile of the Rajputana-Malwa railway, worked over by the undertaking.
(b) Including the Bhopal-Itársi, the Bína-Goona and the Bhopal-Ujjain railways excepting items 6 to 8.
(c) Including Agra Junction and Túndla.
(d) Standard gauge only.
(e) Excluding payments to the Bengal and North-Western and to the Rohilkund and Kumaon Railway Companies.
(f) Including the Wardha Coal, Dhond-Manmád, the Khámgaon, and the Amraoti railways, excepting items 6 to 8 and 196 to 199.
(g) Including the Godhra-Rutlam-Nágdá, the Gaekwar's Petlád and the Nágdá-Ujjain railways excepting item 7.

A—*continued.*

RAILWAYS—(Part II).

Half-years ended the 30th June and the 31st December 1897.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
										LXIX. Jodhpore-Bickaneer.		LXXI. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
XX. Madras railway system.	XXXII. The Nizam's Guaranteed state railway system.(*h*)	XXXIX. Bengal and North-Western railway system.(*i*)	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal including the Kaunia-Dharlla (2′ 6″ gauge) branch.	LIV. Rohilkund and Kumaon railway system.	Jodhpore section.	Bickaneer section.			
5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	1st half	1
5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	2nd ,,	
857·68	354·70	814·58	1,855·80	1,556·20	1,103·38	340·57	887·63	564·12	292·43	320·50	43·50	379·69	1st half	2
857·68	354·70	816·73	1,890·28	1,556·20	1,103·38	262·44	886·50	564·12	266·22	320·50	43·50	433·97	2nd ,,	
160	44	133	263	205	168	53	143	86	46	36	4	56	1st half	3
161	44	139	264	207	168	45	143	86	46	36	4	62	2nd ,,	
...	...	...	3·40	2·94	...	...	2·29	...	...	...	...	...	1st half	4
...	...	...	3·40	2·94	...	...	2·29	...	...	...	...	...	2nd ,,	
22·64	...	...	0·23	48·37	...	...	8·18	...	6·41	...	...	0·07	1st half	
22·64	...	...	0·23	48·37	...	...	8·18	...	6·41	...	...	0·07	2nd ,,	
50·13	83·61	...	19·59	499·56	119·39	...	14·53	0·07	7·29	...	...	0·15	1st half	
50·13	83·61	...	19·59	499·56	119·39	...	14·53	0·07	7·29	...	...	0·34	2nd ,,	
197·69	113·01	3·42	332·54	240·27	207·91	36·89	92·38	10·21	4·40	44·85	12·46	107·71	1st half	
197·69	113·01	3·42	334·28	240·27	207·91	36·89	92·38	10·21	4·40	44·85	12·46	117·25	2nd ,,	
124·10	81·01	3·06	154·89	93·36	81·80	16·66	84·62	9·94	5·81	27·90	4·32	54·68	1st half	
124·10	81·01	3·06	156·25	93·36	81·80	16·66	84·62	9·94	5·81	27·90	4·32	62·54	2nd ,,	
$\frac{1}{60}$	$\frac{1}{100}$	$\frac{1}{200}$	$\frac{1}{40}$	$\frac{1}{40}$	$\frac{1}{100}$	$\frac{1}{150}$	$\frac{1}{60}$	$\frac{1}{100}$	$\frac{1}{70}$	$\frac{1}{150}$	$\frac{1}{150}$	$\frac{1}{67}$	1st half	
$\frac{1}{60}$	$\frac{1}{100}$	$\frac{1}{200}$	$\frac{1}{40}$	$\frac{1}{40}$	$\frac{1}{100}$	$\frac{1}{150}$	$\frac{1}{60}$	$\frac{1}{100}$	$\frac{1}{70}$	$\frac{1}{150}$	$\frac{1}{150}$	$\frac{1}{67}$	2nd ,,	
0·80	2·52	3·42	3·40	2·94	3·12	7·18	2·29	0·07	3·00	11·50	1·02	0·07	1st half	5
0·80	2·52	3·42	3·40	2·94	3·12	5·74	2·29	0·07	3·00	11·50	1·02	0·07	2nd ,,	
2·56	2·35	3·62	3·86	1·87	2·87	0·05	3·61	2·67	2·68	6·59	3·90	3·14	1st half	6
2·41	2·39	2·42	3·47	1·43	2·70	0·15	1·40	4·24	1·85	4·94	2·83	1·46	2nd ,,	
2·58	1·97	...	...	...	...	...	2·54	...	...	...	...	...	1st half	7
2·41	2·03	...	...	...	...	0·15	1·01	...	...	...	...	...	2nd ,,	
1,40,167	1,20,970	64,286	73,386	77,756	69,917	89,144	84,943	82,033	38,177	20,156	22,375	(*j*) 50,304	1st half	8
1,40,491	1,21,504	65,015	73,076	77,958	70,066	93,232	85,314	82,794	38,331	20,164	22,379	(*j*) 49,495	2nd ,,	
266	201	140	206	121	166	59	223	164	90	76	59	121	1st half	9
261	209	115	185	111	164	69	152	201	82	59	44	77	2nd ,,	
124	92	56	95	65	87	57	102	80	51	25	25	60	1st half	10
128	98	57	88	67	89	61	104	71	51	21	20	49	2nd ,,	
4·57	4·17	2·94	3·77	2·36	2·63	2·22	3·52	3·04	2·73	3·60	2·49	3·50	1st half	11
4·30	4·14	2·37	3·55	2·21	2·58	2·84	2·61	3·39	2·57	3·14	2·23	3·28	2nd ,,	
2·14	1·92	1·18	1·74	1·27	1·37	2·14	1·61	1·48	1·53	1·18	1·07	1·74	1st half	12
2·11	1·95	1·17	1·68	1·34	1·40	2·52	1·78	1·20	1·62	1·10	1·01	2·09	2nd ,,	
2·43	2·25	1·76	2·03	1·09	1·26	0·08	1·91	1·56	1·20	2·42	1·42	1·76	1st half	13
2·19	2·19	1·20	1·87	0·87	1·18	0·32	0·82	2·19	0·95	2·04	1·22	1·19	2nd ,,	
6·87	4·90	4·58	8·02	6·88	8·31	11·85	7·58	8·54	6·05	5·65	5·45	9·95	1st half	14
7·02	4·87	5·81	7·77	7·55	8·28	11·19	9·77	6·75	6·74	5·94	4·98	12·02	2nd ,,	
46·85	46·05	40·23	46·26	53·66	51·97	96·43	45·71	48·66	56·10	32·67	43·10	49·73	1st half	15
48·96	46·99	49·46	47·24	60·72	54·34	88·56	68·41	35·50	62·93	34·94	45·24	63·79	2nd ,,	
46·23	44·79	39·03	45·59	51·95	51·33	96·41	44·83	45·48	55·62	32·61	43·07	49·21	1st half	16
48·35	45·76	48·44	46·62	58·66	53·70	88·42	67·48	34·54	62·09	34·86	45·10	63·19	2nd ,,	
46·85	46·05	39·68	46·26	53·66	51·97	96·43	45·94	51·22	56·10	32·67	43·10	49·73	1st half	17
48·96	46·99	48·84	47·24	60·72	54·34	88·56	68·92	37·57	62·93	34·94	45·24	63·79	2nd ,,	

(*h*) Including the Bezwada extension of the East Coast State railway excepting items 6 to 8.

(*i*) Although for convenience classed amongst state railways, the company's section of the line is the property of the Bengal and North-Western Railway Company.

(*j*) Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by the Native states as separate undertakings from the Bhávnagar-Gondal-Junágad-Porbandar railway.

APPENDIX
STATISTICS OF INDIAN STANDARD

Half-years ended the 30th June and the 31st December 1897.

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand including Cawnpore Burhwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by com XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.											
18	Total working expenses for both coaching and goods traffic* . . *R*	1st half	91,20,805	2,69,807	15,60,262	17,59,221	70,59,787	24,18,846	15,87,598	8,17,319	88,95,889	42,00,728
		2nd „	80,54,956	2,98,726	14,78,550	17,10,721	76,18,221	21,59,297	21,57,969	9,29,356	93,94,406	41,74,079
	Proportions, *dividing expenditure in ratio† of gross ton-mileage (freight and dead load).*											
19	Coaching . . . „	1st half	23,55,205	1,68,867	3,83,546	5,52,201	23,42,461	8,61,215	6,66,341	4,04,868	30,56,550	13,99,596
		2nd „	22,55,559	1,40,220	5,07,960	6,61,561	27,31,640	9,46,934	6,24,175	4,61,041	36,46,450	16,09,551
20	Goods . . . . „	1st half	67,65,600	1,00,940	11,76,716	12,07,020	47,17,326	15,57,631	9,21,257	4,12,451	58,39,339	28,01,132
		2nd „	57,99,397	1,58,506	9,70,590	10,49,161	48,86,581	12,12,303	15,33,794	4,68,315	57,47,956	25,04,528
	Multiplier for converting results based on the ton-mileage division of expenses into results based on—											
	Train-mileage. Coaching (*items 77 to 80 and items 81 to 88 partially*)‡ . .	1st half	1·49	0·94	1·16	1·36	1·29	1·18	1·29	1·03	1·28	1·53
		2nd „	1·45	1·12	1·25	1·31	1·31	1·16	1·60	1·05	1·25	1·44
	Train-mileage. Goods (*items 113 to 115a and items 116 to 118 partially*)‡ . .	1st half	0·83	1·09	0·95	0·83	0·85	0·90	0·79	0·97	0·85	0·73
		2nd „	0·83	0·89	0·87	0·80	0·82	0·88	0·75	0·95	0·84	0·71
	Coaching and goods earnings. Coaching (*items 77 to 80 and items 81 to 88 partially*)‡ . .	1st half	1·12	1·19	0·98	1·10	1·06	1·22	1·09	1·16	0·76	0·82
		2nd „	1·17	1·18	0·75	1·09	1·15	1·13	0·86	1·10	0·77	0·87
	Coaching and goods earnings. Goods (*items 113 to 115a and items 116 to 118 partially*)‡ . .	1st half	0·96	0·68	1·01	0·96	0·97	0·88	0·93	0·85	1·13	1·09
		2nd „	0·94	0·84	1·13	0·94	0·92	0·90	1·06	0·90	1·15	1·08
	COACHING TRAFFIC.											
	Gross receipts and train-mileage—											
21	Receipts from coaching traffic . . . *R*	1st half	89,26,668	3,35,633	7,92,251	11,50,071	46,70,881	18,62,609	14,62,095	7,00,783	40,43,572	23,84,204
		2nd „	94,42,322	3,36,397	6,03,635	12,43,293	67,14,475	18,17,629	13,21,455	7,35,677	37,45,582	22,20,339
22	Coaching train-miles run *No.*	1st half	2,542,726	108,549	241,483	385,994	1,642,153	507,026	489,125	246,312	2,060,854	790,506
		2nd „	2,665,988	117,079	411,399	433,817	1,902,464	609,130	521,934	278,934	2,153,961	748,777
23	Average coaching receipts per train-mile . . *R*	1st half	3·51	3·01	3·28	2·98	2·84	3·67	2·99	2·85	1·96	3·02
		2nd „	3·54	2·87	1·47	2·87	3·53	2·98	2·53	2·64	1·74	2·97
	UNITS AND UNIT-MILEAGE— Number of units carried one mile—											
24	1st class . . *Unit-miles*	1st half	3,977,008	64,622	238,062	1,014,706	3,097,136	1,015,559	847,893	141,192	4,042,038	1,411,082
		2nd „	3,982,728	53,960	275,117	1,178,645	3,547,002	904,259	786,402	136,143	4,360,835	1,278,107
25	2nd „ . . „	1st half	11,295,685	383,407	610,125	3,032,067	8,121,645	2,932,056	1,753,064	368,384	17,411,558	9,837,552
		2nd „	13,510,579	446,168	695,565	4,040,472	13,034,150	3,836,656	1,679,072	363,402	22,834,752	7,954,871
26	3rd or intermediate class „	1st half	33,596,731	1,884,027	953,646	(*a*)14,242,148	26,483,096	3,162,296	9,620,300	56,973	(*a*)17,434,672	19,841,822
		2nd „	35,761,654	1,370,464	953,078	(*a*)13,428,355	24,960,646	7,541,315	9,916,782	90,749	(*a*)20,549,890	20,323,236
27	4th or lowest „ . „	1st half	509,354,046	17,565,551	63,204,367	(*b*)47,537,952	286,044,571	113,089,119	80,520,587	60,283,875	(*b* 245,192,387	120,236,771
		2nd „	503,519,734	17,468,846	45,002,048	(*b*)45,271,239	327,114,350	99,217,365	70,388,215	62,594,923	(*b*,195,484,721	106,975,422
28	Total passenger unit-mileage . . . „	1st half	558,223,470	19,897,607	65,006,200	65,826,873	323,746,448	120,199,030	92,741,844	60,850,424	284,080,655	151,327,227
		2nd „	556,774,695	19,339,438	46,925,808	63,918,711	368,656,148	111,499,595	82,770,471	63,185,217	243,230,198	136,531,636
29	Other coaching traffic . . *Ton-miles.*	1st half	6,336,027	89,133	414,950	854,301	3,170,823	921,211	633,832	157,209	3,877,910	2,098,656
		2nd „	9,360,339	121,115	394,924	1,574,928	14,463,608	1,195,045	555,203	180,649	4,001,413	2,279,869
	Average sum received for carrying a unit one mile—											
30	1st class . . *Pies*	1st half	15·21	9·68	14·23	10·90	11·13	11·42	13·11	17·71	10·97	9·82
		2nd „	15·25	9·62	13·47	9·91	9·81	10·89	12·89	17·86	10·46	9·80
31	2nd „ . . . „	1st half	6·46	4·83	5·70	4·52	4·54	4·87	6·12	9·07	4·02	4·54
		2nd „	6·27	4·87	5·60	4·18	3·76	4·29	6·09	8·07	3·43	4·77
32	3rd or intermediate class „	1st half	3·29	3·28	2·86	(*a*)2·98	3·00	4·00	3·00	4·50	(*a*)3·00	2·99
		2nd „	3·36	3·40	2·84	(*a*)2·98	3·00	3·38	2·99	4·50	(*a*)3·00	2·99
33	4th or lowest „ . „	1st half	2·51	2·93	2·00	(*b*)2·55	2·25	2·50	2·47	2·01	(*b*)1·92	2·20
		2nd „	2·51	2·94	2·00	(*b*)2·55	2·25	2·50	2·50	2·04	(*b*)1·93	2·30
34	Average for all classes . „	1st half	2·73	3·02	2·09	2·87	2·45	2·67	2·69	2·09	2·24	2·59
		2nd „	2·75	3·04	2·14	2·88	2·43	2·69	2·74	2·11	2·31	2·61
35	Other coaching traffic per ton-mile . . . „	1st half	30·08	47·72	39·46	37·70	32·30	39·49	48·60	48·04	35·90	31·54
		2nd „	30·18	48·40	39·75	34·75	27·27	41·15	48·68	43·53	39·13	30·96

* Excluding steam-boat expenses, and after deducting telegraph and sundry receipts, and leaving only the balance of payments to other lines for mileage, etc.

† For "freight", passenger units (items 24 to 27) have been converted into tons at the following rates, *viz.*—

First class passenger with free luggage . . . . . = 0·10 ton
Second „ „ „ . . . . . = 0·08 „
Third or fourth class passenger with free luggage . . . . . = 0·06 „

plus the ton-mileage of other coaching traffic.

(*a*) Third class by mail trains.

(*b*) Third class by other than mail trains.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1897.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal including the Kaunia-Dharlla (2′ 6″ gauge) branch.	LIV. Rohilkund and Kumaon railway system.	LXIX. Jodhpore-Bickaneer. Jodhpore section.	LXIX. Jodhpore-Bickaneer. Bickaneer section.	LXXI. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
26,93,974	8,20,153	10,32,206	44,07,240	25,56,354	23,85,223	4,88,616	22,79,134	11,44,149	2,62,271	1,95,760	22,719	5,69,283	1st half	18
27,59,199	8,66,010	11,24,547	41,40,197	26,64,591	24,02,922	4,03,402	23,63,106	10,18,550	2,42,498	1,60,886	17,541	5,25,899	2nd ,,	
9,41,151	1,61,764	3,53,351	13,70,969	7,48,290	12,85,707	1,93,335	7,42,542	4,20,780	94,304	72,861	6,727	2,50,529	1st half	19
9,44,193	1,67,303	4,68,840	13,64,983	7,40,445	12,61,129	1,74,491	9,92,049	3,38,543	1,03,199	81,945	6,705	2,86,777	2nd ,,	
17,52,823	6,58,389	6,78,855	30,36,271	18,08,064	10,99,516	2,95,281	15,36,592	7,23,369	1,67,967	1,22,899	15,992	3,18,754	1st half	20
18,15,006	6,98,707	6,55,707	27,75,214	19,24,146	11,41,793	2,28,911	13,71,057	6,80,007	1,39,299	78,941	10,836	2,39,122	2nd ,,	
1·42	1·29	1·18	1·35	1·12	1·05	0·98	1·16	1·25	1·05	1·04	0·94	1·12	1st half	
1·40	1·29	1·16	1·30	1·12	1·04	0·89	1·09	1·28	1·00	1·03	1·05	1·11	2nd ,,	
0·77	0·93	0·91	0·84	0·95	0·94	1·01	0·92	0·85	0·97	0·98	1·03	0·91	1st half	
0·79	0·93	0·88	0·85	0·95	0·96	1·09	0·93	0·86	1·00	0·97	0·97	0·87	2nd ,,	
1·15	1·30	1·25	1·03	1·18	1·07	1·45	1·47	1·32	1·28	1·03	1·04	1·01	1st half	
1·18	1·13	1·16	1·13	1·14	1·05	1·26	1·33	1·03	1·23	1·00	1·17	1·14	2nd ,,	
0·92	0·92	0·87	0·99	0·93	0·92	0·71	0·77	0·82	0·84	0·98	0·98	0·99	1st half	
0·91	0·97	0·89	0·93	0·95	0·95	0·80	0·76	0·99	0·83	1·00	0·89	0·83	2nd ,,	
23,40,806	4,67,781	11,96,393	30,95,573	16,56,349	26,99,961	2,90,556	24,32,987	11,51,589	2,82,452	2,38,033	18,617	5,20,074	1st half	1
22,91,951	4,13,680	11,40,354	33,19,506	14,00,709	24,77,232	2,49,287	19,35,244	9,95,415	2,59,992	2,43,869	20,245	5,24,591	2nd ,,	
644,454	113,429	408,182	1,107,009	680,986	1,026,478	91,043	552,997	365,648	94,408	68,123	7,440	168,391	1st half	22
648,220	115,744	498,461	1,106,081	634,758	993,920	63,380	618,678	367,989	93,940	81,877	9,050	159,570	2nd ,,	
3·63	4·12	2·93	2·80	2·43	2·63	3·19	4·40	3·15	2·99	3·49	2·50	3·09	1st half	23
3·54	3·57	2·29	3·00	2·21	2·49	3·93	3·13	2·71	2·77	2·98	2·24	3·29	2nd ,,	
2,082,905	332,961	266,519	963,372	863,522	682,511	100,798	752,905	539,759	119,579	43,423	5,351	168,280	1st half	24
1,835,438	281,367	225,085	832,100	819,981	502,061	81,227	616,614	442,915	116,128	39,094	4,645	171,837	2nd ,,	
5,025,366	1,673,524	397,169	3,275,996	2,668,506	4,843,468	141,946	3,709,594	1,222,108	575,892	222,141	15,599	1,216,032	1st half	25
5,972,336	1,710,334	413,824	4,001,676	2,481,968	2,926,723	134,056	3,894,399	1,340,521	502,680	244,689	25,023	1,203,646	2nd ,,	
...	(*a*)5,750,449	866,222	7,291,814	...	...	...	...	4,233,923	189,245	...	...	...	1st half	26
...	(*a*)5,150,066	831,907	7,953,014	...	...	...	6,967,211	4,332,998	182,738	...	...	...	2nd ,,	
165,128,058	(*b*)25,797,822	100,369,986	238,619,641	130,757,565	234,335,991	16,563,922	144,633,033	68,005,357	17,166,484	19,748,483	1,465,142	30,935,574	1st half	27
160,621,112	(*b*)22,785,614	95,853,715	234,333,651	107,626,423	215,106,715	14,173,772	105,112,175	56,936,867	14,406,487	18,775,013	1,578,515	30,924,923	2nd ,,	
172,236,329	33,554,756	101,899,896	250,150,823	134,289,593	239,861,970	16,806,666	149,095,532	74,001,147	18,051,200	20,014,047	1,486,092	32,319,886	1st half	28
168,428,886	29,927,381	97,324,531	247,120,441	110,928,372	218,535,499	14,389,055	116,590,399	63,053,301	15,208,033	19,058,796	1,608,183	32,300,406	2nd ,,	
1,709,442	276,471	298,580	1,957,328	736,239	478,491	68,041	372,800	478,105	119,028	124,503	12,711	134,253	1st half	29
2,010,502	253,032	288,752	3,659,870	745,328	447,029	61,784	354,532	447,593	126,287	174,103	13,493	153,036	2nd ,,	
10·08	14·92	20·97	13·54	11·47	11·72	16·27	13·69	13·57	26·46	18·00	18·00	11·07	1st half	30
9·41	13·81	21·52	12·77	11·27	11·95	15·24	13·91	13·73	27·98	18·00	18·00	11·10	2nd ,,	
4·79	4·44	9·89	5·80	5·17	3·89	8·18	5·65	6·43	9·47	6·00	6·00	5·47	1st half	31
4·14	4·31	10·14	5·39	4·61	5·41	7·98	5·43	5·89	11·00	6·00	6·00	5·43	2nd ,,	
...	(*a*)2·50	4·80	2·99	...	...	...	...	3·07	4·00	...	...	...	1st half	32
...	(*a*)2·50	4·92	2·99	...	...	...	3·34	3·06	4·00	...	...	...	2nd ,,	
2·09	(*b*)2·00	2·00	2·00	2·00	2·00	3·00	2·89	2·50	2·19	2·00	2·00	2·75	1st half	33
2·09	(*b*)2·00	2·00	2·01	2·00	2·00	3·00	2·86	2·50	2·22	2·00	2·00	2·75	2nd ,,	
2·27	2·34	2·10	2·13	2·12	2·06	3·12	3·01	2·68	2·61	2·08	2·10	2·90	1st half	34
2·24	2·33	2·11	2·13	2·12	2·07	3·12	3·03	2·69	2·73	2·08	2·11	2·89	2nd ,,	
34·22	41·40	51·07	31·83	44·68	50·16	48·40	47·90	47·88	60·60	32·86	35·74	46·68	1st half	35
31·14	38·43	48·72	30·43	44·68	54·10	49·17	51·27	48·14	66·33	40·79	56·78	47·28	2nd ,,	

‡ To arrive at the average profit on working, convert the items showing cost per unit (77 to 80 for coaching, and 113 to 115(*a*) for goods) into their respective equivalents on the $\frac{\text{train-mileage}}{\text{coaching and goods earnings}}$ basis, and then deduct the items so converted from the receipts per unit (items 23, 34, and 56 to 60 for coaching, and 91, 93 and 102 for goods).

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1897.

STANDARD

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand including Cawnpore Burhwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by Tied Com XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC —*contd.* UNITS AND UNIT-MILEAGE—*concld.* Average number of units in a train—											
36	1st class . *No.*	1st half	1·56	0·60	0·98	2·63	1·89	2·00	1·73	0·57	1·96	1·79
		2nd „	1·49	0·46	0·67	2·72	1·87	1·49	1·50	0·49	2·02	1·71
37	2nd „ „	1st half	4·44	3·53	2·53	7·86	4·94	5·78	3·59	1·50	8·45	12·44
		2nd „	5·07	3·81	1·69	9·31	6·85	6·30	3·22	1·30	10·60	10·62
38	3rd or intermediate class „	1st half	13·21	17·36	3·95		16·13	6·24	19·67	0·23	(*a*)8·46	25·10
		2nd „	13·41	11·71	2·31	160·05	13·12	12·38	19·00	0·32	(*a*)9·54	27·14
39	4th or lowest „ „	1st half	200·32	161·82	261·73		174·19	223·04	164·62	244·75	(*b*)118·98	152·10
		2nd „	188·87	149·21	109·39	135·31	171·94	162·88	134·86	224·41	(*b*)90·76	142·87
40	Total passenger units „	1st half	219·53	183·31	269·19	170·54	197·15	237·07	189·61	247·05	137·85	191·43
		2nd „	208·84	165·19	114·06	147·34	193·78	183·05	158·58	226·52	112·92	182·34
41	Other coaching traffic *Tons*	1st half	2·50	0·82	1·72	2·21	1·93	1·82	1·30	0·64	1·88	2·65
		2nd „	3·51	1·03	0·96	3·63	7·60	1·96	1·06	0·65	1·86	3·05
	VEHICLES AND VEHICLE-MILEAGE— Number of coaching vehicles hauled one mile—											
42	1st class *Vehicle-miles*	1st half	4,115,726	133,496	379,019	858,036	2,276,925	(*c*)874,150	609,426	321,369	3,175,320	896,979
		2nd „	4,244,004	137,705	407,853	864,315	2,572,952	(*c*)824,010	662,790	355,534	3,255,698	841,809
43	2nd „ . „	1st half	4,157,547	127,618	464,542	832,833	2,237,909	(*c*)870,328	598,924	318,325	4,274,250	1,464,875
		2nd „	4,049,604	154,847	493,271	876,916	2,496,977	(*c*)836,385	662,180	349,438	4,348,714	1,402,165
44	3rd or intermediate class „	1st half	3,915,766	440,464	345,299	(*a*)867,462	2,581,353	(*c*)899,347	1,053,204	54,721	(*a*)1,553,571	726,336
		2nd „	3,703,460	236,556	473,228	(*a*)860,053	2,413,130	(*c*)1,388,690	1,129,674	120,586	(*a*)2,091,736	690,138
45	4th or lowest „ „	1st half	26,055,384	918,303	3,922,708	(*b*)2,250,961	13,514,359	(*c*)4,713,120	3,496,570	2,976,209	(*b*)12,942,975	5,682,393
		2nd „	26,973,258	1,188,977	3,925,329	(*b*)2,359,243	15,282,067	(*c*)4,450,427	3,438,680	3,208,169	(*b*)10,492,688	5,109,509
46	Other vehicles „	1st half	4,472,473	197,856	284,039	768,958	2,647,389	(*c*)553,767	1,009,715	581,588	2,699,269	1,075,047
		2nd „	3,821,985	212,304	429,736	859,872	3,824,346	(*c*)643,028	999,351	650,447	2,431,431	1,231,871
47	Brake-vans „	1st half	5,253,878	169,281	415,628	730,617	3,388,941	(*c*)892,602	518,655	474,765	3,703,314	1,097,416
		2nd „	5,456,560	268,704	805,365	799,287	3,519,567	(*c*)1,061,220	560,299	467,702	3,925,907	975,816
48	Total . „	1st half	47,970,774	1,987,018	5,811,235	6,308,867	26,646,876	(*c*)8,803,314	7,286,494	4,726,977	28,348,699	10,943,046
		2nd „	48,248,871	2,199 093	6,534,782	6,619,686	30,109,039	(*c*)9,203,760	7,452,974	5,151,876	26,546,174	10,251,308
	Average number of vehicles in a coaching train—											
49	1st class . *No.*	1st half	1·62	1·23	1·57	2·22	1·36	(*c*)1·78	1·25	1·31	1·54	1·13
		2nd „	1·59	1·18	0·99	1·99	1·35	(*c*)1·44	1·27	1·28	1·51	1·13
50	2nd „ . „	1st half	1·63	1·18	1·92	2·16	1·39	(*c*)1·77	1·23	1·29	2·08	1·85
		2nd „	1·52	1·32	1·20	2·02	1·31	(*c*)1·46	1·27	1·25	2·02	1·87
51	3rd or intermediate class „	1st half	1·54	4·06	1·43		1·57	(*c*)1·83	2·15	0·22	(*a*)0·75	0·92
		2nd „	1·39	2·02	1·15	8·08	1·27	(*c*)2·43	2·16	0·43	(*a*)0·97	0·92
52	4th or lowest „ „	1st half	10·25	8·46	16·24		8·23	(*c*)9·61	7·15	12·08	(*b*)6·28	7·19
		2nd „	10·12	10·16	9·54	7·42	8·04	(*c*)7·78	6·59	11·50	(*b*)4·87	6·82
53	Other vehicles „	1st half	1·76	1·82	1·18	1·99	1·61	(*c*)1·13	2·06	2·36	1·31	1·36
		2nd „	1·43	1·81	1·04	1·98	2·01	(*c*)1·12	1·92	2·33	1·13	1·65
54	Brake-vans „	1st half	2·07	1·56	1·72	1·89	2·07	(*c*)1·82	1·06	1·93	1·80	1·39
		2nd „	2·05	2·30	1·96	1·84	1·85	(*c*)1·85	1·07	1·68	1·82	1·30
55	Total . „	1st half	18·87	18·31	24·06	16·34	16·23	(*c*)17·95	14·90	19·19	13·76	13·84
		2nd „	18·10	18·79	15·88	15·25	15·83	(*c*)16·08	14·28	18·47	12·32	13·69
	Average earnings per coaching vehicle per mile—											
56	1st class . *Pies*	1st half	14·69	4·69	8·94	12·89	15·13	12·77	18·24	7·78	13·96	15·45
		2nd „	14·31	3·77	9·09	13·52	13·52	11·10	15·30	6·84	14·01	14·41
57	2nd „ . „	1st half	17·54	14·52	7·48	16·45	16·48	15·90	17·91	10·50	16·38	30·47
		2nd „	20·91	14·03	7·89	19·24	19·25	18·71	15·43	8·40	18·01	27·03
58	3rd or intermediate class „	1st half	28·21	14·05	7·89	(*a*)48·87	30·78	13·85	27·37	4·69	(*a*)33·66	81·65
		2nd „	32·47	19·72	5·72	(*a*)46·49	31·03	18·07	26·21	3·38	(*a*)29·47	87·91
59	4th or lowest „ „	1st half	49·07	56·11	32·16	(*b*)53·96	47·67	57·45	56·98	40·62	(*b*)36·35	48·18
		2nd „	46·89	43·20	22·90	(*b*)48·93	48·16	50·88	51·40	39·78	(*b*)35·93	48·10
60	Other vehicles „	1st half	42·81	21·50	57·65	41·88	38·69	64·61	30·51	12·99	51·58	61·58
		2nd „	73·90	27·61	36·53	63·65	103·14	74·36	27·04	12·09	64·40	57·30

(*a*) Third class by mail trains.
(*b*) Third class by other than mail trains.
(*c*) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1897.

GAUGE.	METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal	XLIX. Burma.	L. Eastern Bengal, including the Kaunia Dhartla (2′ 6″ gauge) branch.	LV. Rohilkund and Kumaon railway system.	LXIX. Jodhpore-Bickaneer. Jodhpore section.	LXIX. Jodhpore-Bickaneer. Bickaneer section.	LXXI. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
3·23	2·94	0·65	0·87	1·27	0·66	1·11	1·36	1·48	1·27	0·64	0·72	1·00	1st half	36
2·83	2·43	0·45	0·75	1·29	0·51	1·28	1·00	1·20	1·24	0·48	0·51	1·08	2nd „	
7·80	14·75	0·97	2·96	3·92	4·72	1·56	6·71	3·34	6·10	3·26	2·10	7·22	1st half	37
9·21	14·78	0·83	3·62	3·91	2·94	2·12	6·29	3·64	5·35	2·99	2·76	7·54	2nd „	
...		2·12	6·59	...	...	...	...	11·58	2·00	...	...	...	1st half	38
...	278·13	1·67	7·19	...	...	...	11·26	11·78	1·94	...	...	...	2nd „	
256·23	241·36	245·90	215·55	192·01	228·29	181·93	261·54	185·98	181·83	289·89	196·93	183·71	1st half	39
247·79		192·30	211·86	169·56	216·42	223·63	169·90	154·73	153·36	229·31	174·42	193·80	2nd „	
267·26	295·82	249·64	225·97	197·20	233·67	184·60	269·61	202·38	191·20	293·79	199·75	191·93	1st half	40
259·83	258·57	195·25	223·42	174·76	219·87	227·03	188·45	171·35	161·89	232·78	177·69	202·42	2nd „	
2·65	2·44	0·73	1·77	1·08	0·47	0·75	0·67	1·31	1·26	1·83	1·71	0·80	1st half	41
3·10	2·19	0·58	3·31	1·17	0·45	0·97	0·57	1·22	1·34	2·13	1·49	0·96	2nd „	
985,753	295,865	820,472	1,706,566	855,359	1,156,327	113,488	951,766	581,285	173,896	89,125	10,534	249,523	1st half	42
914,498	291,242	988,246	1,738,041	852,713	1,157,828	141,787	1,144,246	595,461	169,474	91,789	10,310	228,235	2nd „	
1,088,051	263,105	707,186	1,584,016	961,952	1,767,532	108,076	1,431,873	544,790	157,627	82,744	8,569	316,505	1st half	43
1,077,810	330,252	755,168	1,650,060	904,433	1,716,218	138,092	1,630,944	554,282	168,287	87,439	9,701	308,047	2nd „	
...		358,385	954,277	...	...	...	...	901,627	120,109	...	...	...	1st half	44
...	1,324,331	390,075	1,006,844	...	...	...	639,717	930,221	108,316	...	...	...	2nd „	
6,596,319	1,333,641	6,730,989	15,321,699	9,342,592	14,422,416	1,150,642	8,987,392	4,072,615	1,467,335	1,110,754	107,799	1,991,479	1st half	45
6,466,121		7,164,540	15,034,793	8,148,926	14,043,810	1,250,845	8,486,925	4,179,784	1,423,914	1,143,743	112,183	1,831,698	2nd „	
899,262	261,135	297,429	1,179,370	507,872	2,077,933	155,034	755,110	656,990	127,201	56,986	2,611	111,331	1st half	46
809,198	321,101	271,728	1,450,282	579,790	2,010,468	140,292	871,933	656,399	143,403	63,493	2,825	119,341	2nd „	
...	237,890	738,395	3,157,433	1,498,268	187,502	176,391	873,318	413,635	173,754	215,635	16,182	443,898	1st half	47
...	233,704	907,509	3,138,683	1,289,449	195,439	105,584	942,961	442,118	184,785	221,297	16,835	402,080	2nd „	
9,569,385	2,382,326	9,652,856	23,903,361	13,166,043	19,611,710	1,763,631	12,999,459	7,170,942	2,219,922	1,555,244	145,695	3,112,736	1st half	48
9,267,627	2,509,940	10,477,266	24,018,703	11,775,311	19,123,763	1,776,600	13,716,726	7,358,265	2,198,179	1,607,761	151,854	2,889,401	2nd „	
1·53	2·61	2·01	1·54	1·26	1·13	1·24	1·72	1·59	1·84	1·31	1·42	1·48	1st half	49
1·41	2·52	1·98	1·57	1·34	1·16	2·24	1·85	1·62	1·80	1·12	1·14	1·43	2nd „	
1·69	2·32	1·73	1·43	1·41	1·72	1·19	2·59	1·49	1·67	1·21	1·15	1·88	1st half	50
1·66	2·85	1·52	1·49	1·43	1·73	2·18	2·64	1·51	1·79	1·07	1·07	1·93	2nd „	
...		0·88	0·86	...	...	...	...	2·46	1·27	...	...	...	1st half	51
...	11·67	0·78	0·91	...	...	...	1·04	2·53	1·15	...	...	...	2nd „	
10·24	11·52	16·49	13·84	13·72	14·05	12·64	16·25	11·14	15·54	16·31	14·49	11·83	1st half	52
9·98		14·37	13·59	12·84	14·13	19·73	13·71	11·36	15·16	13·97	12·40	11·48	2nd „	
1·39	2·30	0·73	1·07	0·74	2·02	1·70	1·37	1·80	1·35	0·84	0·35	0·66	1st half	53
1·25	2·78	0·55	1·31	0·91	2·02	2·21	1·41	1·78	1·53	0·78	0·31	0·75	2nd „	
...	2·09	1·81	2·85	2·20	0·18	1·94	1·58	1·13	1·84	3·17	2·18	2·64	1st half	54
...	2·02	1·82	2·84	2·03	0·20	1·67	1·52	1·20	1·97	2·70	1·86	2·52	2nd „	
14·85	21·00	23·65	21·59	19·33	19·10	18·71	23·51	19·61	23·51	22·84	19·59	18·49	1st half	55
14·30	21·69	21·02	21·71	18·55	19·24	28·03	22·17	20·00	23·40	19·64	11·78	18·11	2nd „	
21·30	16·78	6·81	7·64	11·58	6·92	14·45	10·83	12·60	18·20	8·77	9·14	7·46	1st half	56
18·89	13·35	4·90	6·12	10·83	5·18	8·73	7·49	10·21	19·17	7·67	8·11	8·36	2nd „	
22·11	28·25	5·56	12·00	14·35	10·65	10·75	14·65	14·43	34·59	16·11	10·92	21·02	1st half	57
22·92	22·31	5·55	13·07	12·66	9·22	7·75	12·97	14·24	32·86	16·97	15·48	21·22	2nd „	
...		11·61	22·84	...	...	...	...	14·44	6·31	...	...	...	1st half	58
...	49·82	10·50	23·61	...	...	...	36·39	14·25	6·75	...	...	...	2nd „	
52·44	43·82	29·83	31·21	27·98	32·42	43·18	46·51	41·75	25·65	35·56	27·18	42·72	1st half	59
51·88		26·76	31·26	26·38	30·59	33·99	35·39	34·05	22·49	32·83	28·14	46·43	2nd „	
65·06	43·83	51·27	52·82	64·77	11·55	21·24	23·65	34·84	56·71	71·79	d 174·00	56·29	1st half	60
77·38	38·43	51·77	76·80	57·44	12·03	21·63	20·85	32·83	58·42	111·84	(d)175·68	60·63	2nd „	

(*d*) The high results as compared with other lines are due to the exclusion of the mileage of brakevans, in which the greater portion of other coaching traffic was carried.

APPENDIX

STATISTICS OF INDIAN STANDARD

Half-years ended the 30th June and the 31st December 1897.

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand including Cawnpore Buthwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by TED COM XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC—*contd.*											
	Vehicles and Vehicle-mileage —*concld.*											
	Carrying capacity hauled one mile (excluding brakes)—											
61	1st class . . . *Seats*	1st half	57,420,096	2,130,460	5,111,650	12,817,389	32,702,551	18,304,253 (c)	13,058,653	3,171,588	45,526,089	19,771,023
		2nd ,,	58,999,716	2,141,228	5,508,987	13,116,021	35,689,243	18,128,815 (c)	9,243,954	3,474,888	46,672,608	17,948,372
62	2nd ,, . . . ,,	1st half	96,784,120	2,882,002	7,900,609	17,640,309	44,350,344	22,355,310 (c)	15,626,722	4,702,590	113,968,716	64,580,414
		2nd ,,	94,628,909	3,502,968	8,380,434	18,497,502 (a)	48,776,117	22,530,573 (c)	15,280,140	5,110,569	116,796,046 (a)	61,905,585
63	3rd or intermediate class ,,	1st half	209,069,215	25,747,300	13,219,644	48,030,532 (a)	92,138,261	31,178,701 (c)	54,424,080	766,094	77,678,550 (a)	48,031,040
		2nd ,,	197,118,741	13,399,805	19,635,136	48,628,182 (b)	83,253,352	51,413,519 (c)	61,002,396	2,124,167	104,586,800 (b)	45,443,780
64	4th or lowest ,, ,,	1st half	1,508,556,447	53,980,220	190,339,231	130,982,382 (b)	727,512,322	254,576,108 (c)	207,939,798	166,004,252	647,148,750 (b)	329,651,312
		2nd ,,	1,568,157,438	67,997,000	190,552,832	136,902,406	814,243,667	245,501,694 (c)	206,320,800	178,704,108	524,634,400	292,937,733
65	Other vehicles . . *Tons*	1st half	51,153,020	2,189,935	1,226,087	3,443,276	33,526,988	13,597,780 (c)	10,339,482	3,148,816	13,868,665	5,267,730
		2nd ,,	40,326,960	2,357,801	2,304,202	3,433,046	47,360,352	13,413,614	18,380,044	3,566,662	13,283,377	6,036,169
	Percentage of freight upon capacity hauled—											
66	1st class . . *Per cent.* .	1st half	6·93	3·03	4·66	7·92	9·47	5·43	6·49	4·45	8·88	7·14
		2nd ,,	6·75	2·52	4·59	8·99	9·94	4·81	8·51	3·92	9·34	7·12
67	2nd ,, . . ,,	1st half	11·67	13·30	7·72	17·19	8·31	12·86	11·22	7·83	15·28	15·23
		2nd ,,	14·28	12·73	8·30	21·84	26·72	16·48	10·99	7·11	19·55	12·85
68	3rd or intermediate class ,,	1st half	16·07	7·32	7·21	(a) 29·65	28·74	10·02	17·68	7·44	(a) 22·44	41·31
		2nd ,,	18·14	10·23	4·85	(a) 27·61	29·98	14·52	16·26	4·27	(a) 19·65	44·72
69	4th or lowest ,, ,,	1st half	33·76	32·54	33·21	(b) 36·29	39·32	43·14	38·72	36·31	(b) 37·89	36·47
		2nd ,,	32·11	25·69	23·62	(b) 33·07	40·17	38·49	34·12	35·03	(b) 37·26	36·52
70	Other vehicles . ,,	1st half	12·45	4·07	33·84	24·81	9·46	6·76	6·13	4·99	27·96	39·84
		2nd ,,	23·21	5·14	17·14	45·87	30·54	8·88	3·02	5·06	30·12	37·77
	Weight of Train and Ton-mileage—											
	Gross ton-mileage of all coaching trains—											
71	Freight . . . *Ton-miles*	1st half	40,244,429	1,293,242	4,337,047	4,905,143	22,881,929	8,232,416	6,267,319	3,821,250	21,432,662	11,431,483
		2nd ,,	43,196,341	1,292,563	3,235,388	5,538,006	36,985,538	7,997,924	5,586,469	3,984,476	19,226,353	10,694,050
72	Dead weight . . ,,	1st half	602,252,723	25,000,252	78,330,895	90,469,566	382,213,143	125,366,959	101,911,746	70,879,954	419,806,713	168,335,421
		2nd ,,	630,978,821	28,141,139	99,195,909	96,851,047	429,103,688	138,372,677	108,258,571	77,681,362	432,988,903	157,522,240
73	Total . . . ,,	1st half	642,497,152	26,293,494	82,667,042	95,374,709	405,095,072	133,599,375	108,179,065	74,701,204	441,239,375	179,766,904
		2nd ,,	674,175,162	29,433,702	102,431,297	102,389,053	466,089,226	146,370,601	113,845,040	81,665,838	452,215,256	168,216,290
	Average weight of a coaching train—											
74	Freight . . . *Tons*	1st half	15·83	11·91	17·96	12·71	13·93	16·24	12·81	15·51	10·40	14·46
		2nd ,,	16·20	11·04	7·86	12·77	19·44	13·13	10·70	14·29	8·93	14·28
75	Dead weight . . ,,	1st half	236·85	228·62	324·37	234·38	232·75	247·26	208·36	287·76	203·71	212·95
		2nd ,,	236·68	240·36	241·12	223·25	225·55	227·16	207·42	278·49	201·02	210·37
76	Total . . . ,,	1st half	252·68	240·53	342·33	247·09	246·68	263·50	221·17	303·27	214·11	227·41
		2nd ,,	252·88	251·40	248·98	236·02	244·99	240·29	218·12	292·78	209·95	224·65
	Cost of Working and Profit—											
77	Average cost of hauling a coaching train one mile . *R*	1st half	0·93	1·56	1·59	1·43	1·43	1·70	1·36	1·64	1·48	1·77
		2nd ,,	0·85	1·20	1·23	1·52	1·44	1·55	1·20	1·65	1·69	2·23
78	Average cost of hauling a coaching vehicle with its load one mile . . *Pies*	1st half	10·59	17·84	13·65	19·01	19·33	20·16	18·90	18·28	23·81	27·29
		2nd ,,	10·12	13·95	17·02	21·82	19·73	20·87	17·39	18·90	30·95	34·56
	Average cost of hauling a coaching unit one mile—											
79	Per passenger unit . *Pies*	1st half	0·74	1·63	1·07	1·40	1·25	1·29	1·21	1·14	1·81	1·60
		2nd ,,	0·71	1·27	1·92	1·71	1·20	1·52	1·34	1·25	2·54	2·07
80	Other traffic per ton . ,,	1st half	6·46	32·74	9·33	15·88	14·73	11·34	24·29	54·94	18·50	12·35
		2nd ,,	3·99	20·19	18·36	11·71	5·81	10·40	16·79	53·30	20·84	16·67
81	Average profit on working a coaching train one mile *R*	1st half	2·58	1·53	1·69	1·55	1·41	1·97	1·63	1·21	0·48	1·25
		2nd ,,	2·69	1·67	0·24	1·35	2·09	1·43	1·33	0·99	0·05	0·74
	Average profit on working a coaching vehicle one mile—											
82	1st class . . . *Pies*	1st half	4·10	—13·15	—4·71	—6·12	—4·20	—7·39	—0·66	—10·50	—9·85	—11·84
		2nd ,,	4·19	—10·18	—7·93	—8·30	—6·21	—9·77	—2·09	—12·06	—16·94	—20·23
83	2nd ,, . . . ,,	1st half	6·95	—3·32	—6·17	—2·50	—2·85	—4·26	—0·99	—7·78	—7·43	3·18
		2nd ,,	10·79	0·08	—9·15	—2·58	—0·48	—2·16	—1·96	—10·50	—12·94	—7·53
84	3rd or intermediate class ,,	1st half	17·62	—3·79	—5·76	(a) 29·86	11·45	—6·31	8·47	—13·59	(a) 9·85	54·36
		2nd ,,	22·35	5·77	—11·30	(a) 24·67	11·30	—2·80	8·82	—15·52	(a) —1·48	53·35
85	4th or lowest ,, ,,	1st half	38·48	38·27	18·51	(b) 34·95	28·34	37·29	38·03	22·34	(b) 12·54	20·89
		2nd ,,	36·77	29·25	5·88	(b) 27·11	28·43	30·01	34·01	20·88	(b) 4·98	13·54
86	Other vehicles . . ,,	1st half	32·22	3·66	44·00	22·87	19·36	44·45	11·61	—5·29	27·77	34·29
		2nd ,,	63·78	13·66	19·51	41·83	83·41	53·49	9·65	—6·81	33·45	22·74

(a) Third class by mail trains.
(b) Third class by other than mail trains.
(c) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1897.

GAUGE.		METRE GAUGE.												
GUARANTEE COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX.	XXXII.	XXXIX.	XLI.	XLIII.	XLVI.	XLVIII.	XLIX.	L.	LIV.	LXIX. Jodhpore-Bickaneer.		LXXI.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa railway system.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal.	Burma.	Eastern Bengal, including the Kaunia-Dharlla (2′ 6″ gauge) branch.	Rohilkund and Kumaon railway system.	Jodhpore section	Bickaneer section.	Bhávnagar-Gondal-Junágad-Porbandar railway system.		
9,892,399	3,785,424	10,205,196	18,021,335	6,893,117	10,350,654	2,294,224	7,262,840	6,349,926	2,086,752	1,049,979	123,788	3,186,824	1st half	61
9,592,361	3,725,980	11,925,989	18,214,669	6,863,764	10,092,159	1,843,836	9,630,336	6,506,775	2,033,682	1,088,540	123,001	2,927,479	2nd ,,	
21,937,401	4,482,294	10,915,854	19,800,201	11,948,690	21,610,309	2,250,918	19,003,968	6,466,140	1,891,524	992,928	102,828	5,178,792	1st half	62
21,580,601	5,714,147	12,768,756	20,592,749	11,128,320	20,702,897	1,578,522	22,501,021	6,578,514	2,019,450	1,049,268	116,412	4,980,210	2nd ,,	
...		9,497,203	23,879,932	...	...	...	...	14,997,520	2,162,184	...	...	...	1st half	63
...	78,834,743	10,336,988	25,211,374	...	...	...	18,558,182	16,336,581	1,907,712	...	...	...	2nd ,,	
336,280,342	79,259,412	237,789,673	485,228,932	293,498,194	455,962,215	40,379,630	259,957,452	126,298,740	45,513,856	35,333,768	3,439,464	67,401,830	1st half	64
329,707,510		226,196,005	477,622,787	256,425,438	443,244,193	45,183,530	244,152,279	128,964,197	44,086,681	36,483,940	3,586,712	61,870,196	2nd ,,	
3,748,697	2,481,131	850,767	7,500,793	1,411,884	4,588,318	1,160,117	3,467,873	2,868,973	619,794	744,238	10,819	400,791	1st half	65
3,261,295	3,370,050	719,813	9,223,794	1,617,614	4,564,997	1,090,373	4,052,549	2,850,292	688,297	791,134	11,812	417,693	2nd ,,	
21·06	8·80	2·61	5·35	12·53	6·59	4·39	10·37	8·50	5·73	4·14	4·32	5·28	1st half	66
19·13	7·55	1·89	4·57	11·95	4·97	4·41	6·40	6·81	5·71	3·59	3·78	5·87	2nd ,,	
22·91	37·34	3·64	16·55	22·33	22·41	6·31	19·52	18·90	30·45	22·37	15·17	23·48	1st half	67
27·67	29·93	3·24	19·43	22·30	14·14	8·49	17·31	20·38	24·89	23·32	21·50	24·17	2nd ,,	
...		9·12	30·54	...	...	...	...	28·23	8·75	...	...	...	1st half	68
...	40·02	8·05	31·55	...	...	...	37·54	26·52	9·58	...	...	...	2nd ,,	
49·10	35·25	42·21	49·18	44·55	51·39	41·02	55·64	53·84	37·72	55·89	42·60	45·90	1st half	69
48·72		42·38	49·06	41·97	48·53	31·37	43·09	44·15	32·68	51·46	44·01	49·98	2nd ,,	
45·60	11·14	34·74	26·09	52·15	10·43	5·87	10·22	16·66	19·20	16·73	117·49	33·50	1st half	70
61·65	7·51	40·11	39·68	46·08	9·79	5·66	8·75	15·70	18·35	22·01	114·14	36·64	2nd ,,	
12,227,446	2,336,546	6,431,178	17,070,434	8,881,526	14,994,379	1,083,312	9,422,840	4,964,208	1,218,401	1,331,526	102,403	2,104,499	1st half	71
12,309,100	2,094,136	6,145,504	18,600,415	7,483,469	13,637,776	930,978	7,452,508	4,275,318	1,053,468	1,324,088	110,670	2,122,007	2nd ,,	
124,721,381	30,709,221	70,712,446	153,800,651	99,937,221	139,705,150	15,226,296	88,516,532	44,313,743	14,368,369	11,573,973	1,131,039	23,079,707	1st half	72
121,220,651	32,236,508	74,525,596	157,170,595	90,615,218	138,604,959	14,662,543	94,129,300	45,859,649	14,266,751	12,473,520	1,235,420	21,741,513	2nd ,,	
136,948,827	33,045,767	77,143,624	170,871,085	108,818,747	154,699,529	16,309,608	97,939,372	49,277,951	15,586,770	12,905,499	1,233,442	25,184,206	1st half	73
134,529,751	34,330,644	80,671,100	175,771,010	98,098,687	152,242,735	15,593,521	101,581,868	50,134,967	15,320,219	13,797,608	1,346,096	23,863,520	2nd ,,	
18·97	20·60	15·76	15·42	13·04	14·61	11·90	17·04	13·58	12·91	19·55	13·76	12·50	1st half	74
18·99	18·09	12·33	16·81	11·79	13·72	14·69	12·04	11·62	11·22	16·17	12·23	13·30	2nd ,,	
193·53	270·73	173·24	138·93	146·76	136·10	167·24	160·07	121·19	152·19	169·90	152·02	137·06	1st half	75
189·55	278·82	149·51	142·10	142·76	139·45	231·34	152·15	124·62	152·87	152·34	136·51	136·25	2nd ,,	
212·50	291·33	189·00	154·35	159·80	150·71	179·14	177·11	134·77	165·10	189·45	165·78	149·56	1st half	76
207·84	296·61	161·84	158·91	154·55	153·17	246·03	164·19	136·24	163·09	168·51	148·74	149·55	2nd ,,	
1·46	1·43	0·86	1·24	1·10	1·25	2·12	1·34	1·15	1·00	1·07	0·90	1·49	1st half	77
1·46	1·45	0·94	1·23	1·17	1·27	2·75	1·60	0·92	1·19	1·00	0·74	1·80	2nd ,,	
18·88	14·48	7·61	12·69	12·31	12·71	24·31	11·76	11·96	8·85	10·44	9·97	18·02	1st half	78
19·56	14·11	9·41	12·55	13·56	12·79	20·05	14·91	9·40	9·84	11·35	9·53	22·14	2nd ,,	
0·95	0·82	0·65	0·98	1·02	0·92	2·01	0·90	0·99	0·93	0·66	0·84	1·43	1st half	79
0·98	0·94	0·90	0·97	1·21	0·99	2·14	1·53	0·96	1·20	0·78	0·77	1·63	2nd ,,	
9·91	12·22	6·61	8·90	8·95	54·69	49·74	22·66	15·21	10·60	5·98	3·51	14·43	1st half	80
8·40	15·56	8·50	6·38	10·92	56·60	43·93	35·04	9·36	12·67	5·49	3·41	16·78	2nd ,,	
2·17	2·69	2·07	1·56	1·33	1·38	1·07	3·06	2·00	1·99	2·42	1·60	1·60	1st half	81
2·08	2·12	1·35	1·77	1·04	1·22	1·18	1·53	1·79	1·67	1·98	1·50	1·49	2nd ,,	
2·42	2·30	—0·80	—5·05	—0·73	—5·79	—9·86	—0·93	0·64	9·35	—1·67	—0·83	—10·56	1st half	82
—0·67	—0·76	—4·57	—6·43	—2·73	—7·61	—11·32	—7·42	0·81	9·33	—3·68	—1·42	—13·78	2nd ,,	
3·23	13·77	—2·05	—0·69	2·04	—2·06	—13·56	2·89	2·47	25·74	5·67	0·95	3·00	1st half	83
3·36	8·20	—3·86	0·52	—0·90	—3·57	—12·30	—1·94	4·84	23·02	5·44	5·95	—0·92	2nd ,,	
...		4·00	10·15	...	...	...	...	2·48	—2·54	...	...	...	1st half	84
...	35·34	1·09	11·06	...	...	...	21·48	4·85	—3·09	...	...	...	2nd ,,	
33·56	29·71	22·22	18·52	15·67	19·71	18·87	34·75	29·79	16·80	25·12	17·21	24·70	1st half	85
32·32		17·35	18·71	12·82	17·80	13·94	20·48	24·65	12·65	21·48	18·61	24·29	2nd ,,	
46·18	29·35	43·66	40·13	52·46	—1·16	—3·07	11·89	22·88	47·86	61·35	(*d*)164·03	38·27	1st half	86
57·82	24·32	42·36	64·25	43·88	—0·76	1·58	5·94	23·43	48·58	100·49	(*d*)166·15	38·49	2nd ,,	

(*d*) The high results as compared with other lines are due to the exclusion of the mileage of brakevans, in which the greater portion of other coaching traffic is carried.

APPENDIX

STATISTICS OF INDIAN STANDARD

Half-years ended the 30th June and the 31st December 1897.

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including the Cawnpore-Burhwal (metre gauge link.)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by GU COMPA XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system
	COACHING TRAFFIC—*concld.*											
	Cost of Working and Profit—*concld.*											
	Average profit on working a coaching unit one mile—											
87	Per passenger unit *Pies*	1st half	1·99	1·39	1·02	1·47	1·20	1·38	1·48	0·95	0·43	0·99
		2nd „	2·04	1·77	0·32	1·18	1·23	1·17	1·40	0·86	0·23	0·54
88	Other traffic per ton „	1st half	23·62	14·98	30·13	21·82	17·57	28·15	24·31	−6·90	17·40	19·19
		2nd „	26·19	28·21	21·39	23·04	21·46	30·75	31·89	−9·77	18·29	14·29
	GOODS TRAFFIC.											
	Gross receipts and train mileage—											
89	Receipts from goods traffic . . *R*	1st half	2,18,29,626	114,099	25,01,549	21,95,217	85,73,048	24,17,747	17,25,356	5,22,858	1,14,74,101	63,95,234
		2nd „	1,94,91,121	272,091	17,31,178	17,19,521	95,54,914	18,48,661	39,95,704	6,12,296	88,19,540	41,35,484
90	Goods train-miles run *No.*	1st half	4,083,613	75,013	604,296	515,754	2,171,701	696,645	417,621	234,887	2,612,450	757,731
		2nd „	3,914,631	105,729	543,094	421,259	2,137,582	589,221	603,507	257,758	2,269,533	551,053
91	Average goods receipts per train-mile *R*	1st half	5·35	1·52	4·14	4·26	3·95	3·47	4·13	2·23	4·39	8·44
		2nd „	4·98	2·57	3·19	4·08	4·47	3·14	6·62	2·38	3·89	7·50
	Units and Unit-mileage—											
92	Tons of goods carried one mile *Ton-miles*	1st half	857,755,882	3,278,957	81,931,782	66,026,245	280,158,142	83,258,223	48,581,693	24,641,589	275,107,007	145,921,350
		2nd „	771,849,029	8,036,070	57,917,115	48,974,838	265,866,129	61,220,371	84,295,816	26,481,241	229,863,002	99,828,221
93	Average sum received for carrying a ton one mile *Pies*	1st half	4·89	6·58	5·86	6·38	5·88	5·58	6·82	4·07	8·01	8·41
		2nd „	4·85	6·50	5·74	6·74	6·90	5·80	9·10	4·44	7·37	7·95
94	Average number of tons in a train *Tons*	1st half	210·05	43·71	135·58	128·02	129·00	119·51	116·33	104·91	105·31	192·58
		2nd „	197·17	76·00	106·64	116·26	124·38	103·90	139·68	102·74	101·28	181·16
	Vehicles and vehicle-mileage—											
	Number of goods vehicles hauled one mile—											
95	Loaded . *Vehicle-miles*	1st half	86,213,922	722,794	9,136,767	8,784,554	40,059,069	(*a*)12,292,703	8,043,708	2,627,197	40,156,532	20,071,165
		2nd „	80,642,845	1,515,295	6,928,285	6,952,232	42,619,593	(*a*) 9,723,554	12,370,774	2,683,886	32,249,796	14,156,389
96	Empty . „	1st half	33,143,175	405,875	5,744,372	5,109,519	12,991,984	(*a*) 4,991,951	2,327,032	1,307,888	15,357,123	6,678,303
		2nd „	32,628,188	948,093	4,190,855	3,805,085	14,893,070	(*a*) 3,675,980	5,999,948	1,482,384	14,199,247	4,549,168
97	Brake-vans „	1st half	3,493,679	54,629	1,078,433	973,095	2,579,831	(*a*)957,101	432,213	246,624	4,973,240	620,167
		2nd „	3,318,487	42,819	990,834	830,117	2,944,910	(*a*) 873,461	613,851	366,789	4,370,820	551,806
98	Total . „	1st half	122,850,776	1,183,298	15,959,572	14,867,168	55,630,884	(*a*)18,241,755	10,802,953	4,181,709	60,486,895	27,360,635
		2nd „	116,589,520	2,506,207	12,109,974	11,587,434	60,453,573	(*a*)14,272,995	19,984,573	4,533,059	50,819,863	19,257,363
	Average number of vehicles in a goods train—											
99	Freight vehicles . *No.*	1st half	29·23	15·05	24·63	26·94	24·43	(*a*) 25·70	24·83	16·75	21·25	35·30
		2nd „	28·94	23·30	20·48	25·54	26·91	(*a*) 23·87	32·10	16·16	20·47	33·95
100	Brake-vans . . „	1st half	0·85	0·73	1·78	1·89	1·19	(*a*) 1·42	1·04	1·05	1·90	0·82
		2nd „	0·85	0·40	1·82	1·97	1·38	(*a*) 1·56	1·01	1·42	1·92	1·90
101	Total . . . „	1st half	30·08	15·78	26·41	28·83	25·62	(*a*) 27·12	25·87	17·80	23·15	36·12
		2nd „	29·79	23·70	22·30	27·54	28·29	(*a*) 25·43	33·11	17·58	22·39	34·95
102	Average earnings per goods vehicle per mile (excluding brakes) . . *Pies*	1st half	35·12	19·41	32·28	30·34	31·03	(*a*) 25·76	31·94	25·51	39·68	45·90
		2nd „	33·04	21·21	29·89	30·69	31·90	(*a*) 24·99	39·60	28·22	36·46	42·45
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half	1,573,340,792	13,818,195	198,068,726	162,173,911	661,668,123	(*a*) 189,494,577	110,543,108	53,672,293	629,453,111	316,476,547
		2nd „	1,521,885,498	30,201,137	150,663,893	125,639,459	720,180,594	(*a*)146,035,783	202,697,796	67,124,496	526,905,789	221,190,389
104	Percentage of freight upon capacity hauled . . *Per cent.*	1st half	54·52	23·73	41·37	40·71	42·34	43·05	43·95	45·91	43·71	46·11
		2nd „	50·72	26·61	38·44	38·98	36·92	40·76	41·59	39·45	43·62	45·13
105	Average load of a goods vehicle (including both loaded and empty) . . *Tons*	1st half	7·19	2·90	5·51	4·75	5·28	4·69	4·68	6·26	4·96	5·46
		2nd „	6·81	3·26	5·21	4·55	4·62	4·40	4·35	6·36	4·95	5·34
106	Average load of a loaded goods vehicle . „	1st half	9·95	4·54	8·97	7·52	6·99	6·59	6·04	9·38	6·85	7·27
		2nd „	9·57	5·30	8·36	7·04	6·24	6·07	6·81	9·87	7·13	7·84
	Weight of Train and Ton-mileage—											
	Gross ton-mileage of all goods trains—											
107	Freight . . . *Tons*	1st half	857,755,882	3,278,957	81,931,782	66,026,245	280,158,142	83,258,223	48,581,693	24,641,589	275,107,007	145,921,350
		2nd „	771,849,029	8,036,070	57,917,115	48,974,838	265,866,129	61,220,371	84,295,816	26,481,241	229,863,002	99,828,221
108	Dead-weight . . „	1st half	987,891,343	12,328,111	171,693,205	142,446,988	535,636,142	158,375,530	100,982,486	51,458,682	567,852,067	213,861,589
		2nd „	961,561,664	25,235,969	137,804,730	113,402,419	507,912,328	126,178,462	195,457,200	56,473,082	482,971,105	152,516,575
109	Total . . . „	1st half	1,845,647,225	15,607,068	253,624,987	208,473,233	815,794,284	241,633,753	149,564,179	76,100,271	842,959,074	359,782,939
		2nd „	1,733,410,693	33,272,039	195,721,845	162,377,257	833,778,457	187,398,833	279,753,016	82,954,323	712,834,107	252,344,796

(*a*) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1897.

GUARANTEED NIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	METRE GAUGE. STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX.	XXXII.	XXXIX.	XLI.	XLIII.	XLVI.	XLVIII.	XLIX.	L.	LIV.	LXIX. Jodhpore-Bickaneer.		LXXI.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana Malwa railway system.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal.	Burma.	Eastern Bengal, including the Kaunia-Dharlla (2′ 6″ gauge) branch.	Rohilkund and Kumaon railway system.	Jodhpore section.	Bickaneer section.	Bhávnagar-Gondal-Junágad-Porbandar railway system.		
1·32	1·52	1·45	1·15	1·10	1·14	1·11	2·12	1·69	1·68	1·42	1·26	1·47	1st half	87
1·26	1·39	1·21	1·16	0·91	1·08	0·98	1·50	1·73	1·53	1·30	1·34	1·26	2nd „	
24·31	29·18	44·46	22·93	35·73	*—4·53*	*—1·34*	25·24	32·67	50·00	26·88	32·23	32·25	1st half	88
22·74	22·87	40·22	24·05	33·76	*—2·50*	5·24	16·23	38·78	53·66	35·30	33·37	30·50	2nd „	
34,77,624	13,51,282	16,10,182	66,06,105	31,42,056	19,71,999	2,16,659	26,40,728	12,27,164	3,29,525	3,83,528	42,051	6,46,998	1st half	89
33,88,270	14,72,997	12,19,130	55,65,621	30,30,499	20,31,828	2,07,730	15,35,884	19,22,296	2,36,423	2,36,015	24,851	3,16,012	2nd „	
650,349	330,777	600,204	1,526,637	1,400,590	787,204	144,037	907,949	427,897	156,660	107,571	19,382	173,337	1st half	90
704,413	349,670	531,293	1,464,841	1,396,890	833,013	101,619	727,180	500,335	126,291	74,203	13,514	104,671	2nd „	
5·35	4·09	2·68	4·33	2·24	2·51	1·50	2·91	2·87	2·10	3·57	2·17	3·73	1st half	91
4·81	4·21	2·29	3·80	2·17	2·44	2·04	2·11	3·84	1·87	3·18	1·84	3·02	2nd „	
80,056,793	49,010,943	62,948,578	163,344,712	101,285,544	43,889,906	8,554,579	74,459,554	31,442,623	8,935,579	7,474,536	884,940	10,574,864	1st half	92
77,697,793	54,573,354	39,244,116	148,950,977	95,290,631	46,673,002	8,166,227	47,943,315	33,330,477	6,426,473	4,280,277	701,141	6,533,099	2nd „	
8·34	5·29	4·91	7·76	5·96	8·63	4·86	6·81	7·49	7·08	9·85	9·12	11·75	1st half	93
8·37	5·18	5·96	7·17	6·11	8·36	4·88	6·15	11·07	7·06	10·59	6·81	9·29	2nd „	
123·10	148·17	104·88	107·00	72·32	55·75	59·39	82·01	73·48	57·04	69·48	45·66	61·01	1st half	94
110·30	156·07	73·86	101·68	68·22	56·03	80·36	65·93	66·62	50·89	57·68	51·88	62·42	2nd „	
12,628,169	4,832,560	12,548,621	34,236,908	21,455,475	10,966,392	1,900,435	17,089,277	8,881,902	2,386,144	1,672,134	183,970	3,114,345	1st half	95
12,806,200	4,833,404	10,520,833	32,233,851	20,303,644	11,353,459	1,389,825	11,990,225	10,195,435	1,678,654	1,080,222	144,812	1,771,171	2nd „	
3,426,658	3,431,943	4,624,513	7,973,786	7,849,507	4,159,913	1,139,465	9,513,351	2,211,791	1,091,748	1,061,035	158,733	1,254,922	1st half	96
3,629,648	3,740,257	4,411,192	8,849,690	8,557,901	3,980,569	790,376	6,571,868	3,741,534	810,033	577,839	120,931	916,472	2nd „	
2,781,597	645,199	905,782	1,264,309	1,588,954	524,661	200,796	1,508,309	456,359	253,140	33,715	6,991	123,317	1st half	97
2,867,688	699,540	808,023	1,187,549	1,474,816	550,179	185,008	1,105,202	545,376	220,486	10,577	3,591	74,393	2nd „	
18,836,424	8,909,702	18,078,916	43,475,003	30,893,936	15,650,966	3,240,696	28,110,937	11,550,052	3,731,032	2,766,884	349,694	4,492,584	1st half	98
19,303,536	9,273,201	15,740,048	42,271,090	30,336,361	15,884,297	2,365,209	19,667,295	14,482,345	2,709,173	1,668,638	269,334	2,762,036	2nd „	
24·68	24·98	28·61	27·65	20·92	19·21	21·10	29·30	25·92	22·20	25·41	17·68	25·21	1st half	99
23·33	24·52	28·10	28·05	20·66	18·41	21·45	25·53	27·86	19·70	22·34	19·66	25·68	2nd „	
4·28	1·95	1·51	0·83	1·14	0·67	1·40	1·66	1·07	1·62	0·31	0·36	0·71	1st half	100
4·07	2·00	1·52	0·81	1·06	0·66	1·82	1·52	1·09	1·75	0·14	0·27	0·71	2nd „	
28·96	26·93	30·12	28·48	22·06	19·88	22·50	30·96	26·99	23·82	25·72	18·04	25·92	1st half	101
27·40	26·52	29·62	28·86	21·72	19·07	23·27	27·05	28·95	21·45	22·48	19·93	26·39	2nd „	
41·59	31·39	18·00	30·05	20·59	25·03	13·68	19·06	21·24	18·19	26·94	23·56	28·43	1st half	102
39·58	32·99	15·67	26·01	20·16	25·44	18·29	15·89	24·48	18·24	27·33	17·95	22·58	2nd „	
188,519,151	99,534,452	138,643,104	294,044,312	195,991,168	90,121,892	23,527,781	160,573,184	61,497,534	25,797,882	17,272,890	2,151,376	23,462,964	1st half	103
193,470,766	101,968,516	119,712,888	286,085,909	192,882,753	91,35,607	18,130,773	113,022,733	79,484,036	18,277,556	10,544,140	1,665,556	14,701,407	2nd „	
42·47	49·24	45·40	55·55	51·68	48·70	36·36	46·37	51·13	34·64	43·27	41·13	45·07	1st half	104
40·16	53·52	32·78	52·07	40·40	51·09	45·04	42·42	41·93	35·16	40·59	42·10	44·44	2nd „	
4·99	5·93	3·67	3·87	3·46	2·90	2·81	2·80	2·83	2·57	2·73	2·58	2·42	1st half	105
4·73	6·37	2·63	3·63	3·30	3·04	3·75	2·58	2·39	2·58	2·58	2·64	2·43	2nd „	
6·34	10·14	5·02	4·77	4·72	4·00	4·50	4·36	3·54	3·74	4·47	4·81	3·40	1st half	106
6·07	11·29	3·73	4·62	4·69	4·11	5·88	4·00	3·27	3·83	3·96	4·84	3·69	2nd „	
80,056,793	49,010,943	62,948,578	163,344,712	101,285,544	43,889,906	8,554,579	74,459,554	31,442,623	8,935,579	7,474,536	884,940	10,574,864	1st half	107
77,697,793	54,573,354	39,244,116	148,950,977	95,290,631	46,673,002	8,166,227	47,943,315	33,330,477	6,426,473	4,280,277	701,141	6,533,099	2nd „	
175,000,016	85,487,527	85,259,196	215,081,502	161,649,143	88,406,633	16,355,128	128,211,793	53,271,762	18,826,599	14,293,974	2,047,417	21,467,590	1st half	108
180,906,286	88,801,952	73,580,390	208,417,504	159,632,148	91,163,668	12,290,679	92,447,481	67,372,065	14,252,867	9,011,401	1,474,468	13,364,849	2nd „	
255,056,809	134,498,470	148,207,774	378,426,214	262,934,687	132,296,539	24,909,707	202,671,347	84,714,385	27,762,178	21,768,510	2,932,357	32,042,463	1st half	109
258,604,079	143,375,306	112,824,506	357,368,481	254,922,779	137,836,670	20,456,906	140,390,796	100,702,542	20,679,340	13,291,678	2,175,609	19,897,948	2nd „	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1897.

Progressive number.	Headings.	1897.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including Cawnpore Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	STANDARD LINES WORKED BY TEED COMPA XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	GOODS TRAFFIC—*concld.*											
	WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*											
	Average weight of a goods train—											
110	Freight . . . . . *Tons*	1st half	210·05	43·71	135·58	128·02	129·01	119·51	116·33	104·90	105·31	192·58
		2nd „	197·17	76·01	106·64	116·26	124·38	103·90	139·68	102·74	101·28	181·16
111	Dead-weight . . . . . „	1st half	241·92	164·35	284·12	276·19	246·64	227·34	241·80	219·08	217·36	282·24
		2nd „	245·63	238·68	253·74	269·20	265·68	214·15	323·87	219·09	212·81	276·77
112	Total . . . . . „	1st half	451·97	208·06	419·70	404·21	375·65	346·85	358·13	323·98	322·67	474·82
		2nd „	442·80	314·69	360·38	385·46	390·06	318·05	463·55	321·83	314·09	457·93
	COST OF WORKING AND PROFIT											
113	Average cost of hauling a goods train one mile . . . . . *R*	1st half	1·66	1·35	1·95	2·34	2·17	2·24	2·21	1·76	2·24	3·70
		2nd „	1·48	1·50	1·79	2·49	2·29	2·06	2·54	1·82	2·53	4·54
114	Average cost of hauling a goods vehicle with its load one mile . . . *Pies*	1st half	10·88	17·17	15·18	16·68	17·07	16·83	17·06	20·12	20·20	20·11
		2nd „	9·83	12·35	16·76	18·73	16·31	16·72	15·20	21·58	23·76	25·71
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . . „	1st half	1·51	5·91	2·76	3·51	3·23	3·59	3·64	3·21	4·08	3·69
		2nd „	1·44	3·79	3·22	4·11	3·53	3·80	3·49	3·40	4·80	4·82
115a	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . . „	1st half	3·19	11·86	7·15	7·36	7·10	7·58	7·30	8·70	7·27	6·45
		2nd „	3·27	7·15	8·63	9·35	7·68	8·55	6·16	8·52	8·37	8·50
116	Average profit on working a goods train one mile . . . . . *R*	1st half	3·69	0·17	2·19	1·92	1·78	1·23	1·92	0·47	2·15	4·74
		2nd „	3·50	1·07	1·40	1·59	2·18	1·08	4·08	0·56	1·36	2·96
117	Average profit on working a goods vehicle with its load one mile . . . *Pies*	1st half	24·24	2·24	17·10	13·66	13·96	8·93	14·88	5·39	19·48	25·79
		2nd „	23·21	8·86	13·13	11·96	15·59	8·27	24·40	6·64	12·70	16·74
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . . „	1st half	3·38	0·77	3·10	2·87	2·65	1·99	3·18	0·86	3·93	4·72
		2nd „	3·41	2·71	2·52	2·63	3·37	2·00	5·61	1·04	2·57	3·13
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.											
	Percentage on Total Earnings—											
119	Coaching traffic . . . *Per cent.*	1st half	28·56	73·81	22·06	33·71	33·98	41·51	42·57	50·11	25·75	26·64
		2nd „	32·05	49·22	23·14	40·95	40·23	45·11	24·02	50·44	29·43	33·97
120	Goods traffic . . . . . „	1st half	69·85	25·09	69·64	64·34	62·36	53·89	50·24	37·38	73·05	71·45
		2nd „	66·16	39·81	66·37	56·64	57·24	45·88	72·63	41·97	69·30	63·11
121	Sundries, including telegraph . „	1st half	1·37	1·10	8·30	1·95	3·58	4·60	6·84	10·18	1·20	1·91
		2nd „	1·51	10·97	10·49	2·41	2·52	9·01	3·13	5·25	1·27	2·92
122	Steam-boat earnings . . . „	1st half	0·22	...	...	...	0·08	...	0·35	2·33	...	...
		2nd „	0·28	...	...	...	0·01	...	0·22	2·34	...	...
	TOTAL . „	1st half	100	100	100	100	100	100	100	100	100	100
		2nd „	100	100	100	100	100	100	100	100	100	100
	Percentage of Working Expenses on Total Earnings—											
123	Maintenance . . . . *Per cent.*	1st half	8·42	15·49	12·66	10·40	17·40	16·28	11·83	14·03	16·35	17·36
		2nd „	6·23	12·72	13·48	10·23	13·64	15·12	6·50	15·52	16·04	21·13
124	Locomotive expenses . . . „	1st half	7·50	9·58	12·28	19·43	18·76	13·70	12·04	25·25	21·36	16·56
		2nd „	8·72	14·22	17·44	20·48	18·63	18·69	13·46	24·18	28·45	20·02
125	Carriage and wagon expenses . „	1st half	3·07	1·69	3·83	4·22	3·59	10·66	4·47	3·54	4·95	3·59
		2nd „	2·75	2·08	5·25	4·93	3·52	5·41	2·01	3·75	11·95	10·06
126	Traffic expenses . . . . „	1st half	5·99	11·28	7·81	7·48	8·23	9·03	13·03	11·79	9·39	6·24
		2nd „	6·07	10·67	10·40	8·93	7·26	9·51	9·23	11·72	11·66	8·04
127	General charges	1st half	3·14	12·62	7·54	7·59	3·83	4·82	5·23	10·02	4·28	3·76
		2nd „	3·21	8·68	10·89	8·53	3·12	5·00	3·30	10·22	5·28	4·78
128	Miscellaneous expenses . . „	1st half	2·42	9·77	1·93	4·39	1·36	2·27	3·01	0·91	1·51	0·90
		2nd „	1·87	6·31	2·60	5·66	1·05	2·67	7·85	0·92	1·71	1·88
129	Steam-boat expenses . . . „	1st half	0·26	...	...	...	0·07	...	0·64	4·46	...	...
		2nd „	0·24	...	...	...	0·07	...	1·77	2·89	...	...
130	TOTAL WORKING EXPENSES . „	1st half	30·80	60·43	46·05	53·51	53·24	56·76	50·25	70·00	57·84	48·41
		2nd „	29·09	54·68	60·06	58·76	47·29	56·40	44·12	69·20	75·09	65·91

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1897.

GAUGE.		METRE GAUGE.												
GUARANNIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlia (2′ 6″ gauge) branch.	LIV. Rohilkund and Kumaon railway system.	LXIX. Jodhpore-Bickaneer. Jodhpore section.	LXIX. Jodhpore-Bickaneer. Bickaneer section.	LXXI. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
123·10	148·17	104·88	107·00	72·32	55·75	59·39	82·00	73·48	57·04	69·48	45·66	61·01	1st half	110
110·30	156·07	73·87	101·68	68·22	56·03	80·36	65·93	66·62	50·89	57·68	51·88	62·42	2nd „	
269·08	258·44	142·05	140·88	115·41	112·30	113·55	141·21	124·50	120·17	132·88	105·63	123·85	1st half	111
256·82	253·96	138·49	142·28	114·27	109·44	120·95	127·13	134·65	112·85	121·44	109·11	127·88	2nd „	
392·18	406·61	246·93	247·88	187·73	168·05	172·94	223·21	197·98	177·21	202·36	151·29	184·86	1st half	112
367·12	410·03	212·36	243·96	182·49	165·47	201·31	193·06	201·27	163·74	179·12	160·99	190·10	2nd „	
2·70	1·99	1·13	1·99	1·29	1·40	2·05	1·69	1·69	1·07	1·14	0·83	1·84	1st half	113
2·58	2·00	1·23	1·89	1·38	1·37	2·25	1·89	1·36	1·10	1·06	0·80	2·28	2nd „	
20·96	15·30	7·59	13·81	11·85	13·96	18·65	11·09	12·52	9·27	8·63	8·96	14·01	1st half	114
21·20	15·65	8·43	12·97	12·80	14·29	20·16	14·18	9·37	10·75	9·14	7·83	17·08	2nd „	
4·20	2·58	2·07	3·56	3·43	4·81	6·63	3·96	4·42	3·61	3·16	3·47	5·79	1st half	115
4·49	2·46	3·21	3·58	3·88	4·70	5·38	5·49	3·92	4·16	3·54	2·97	7·03	2nd „	
8·99	5·91	2·69	(a) 6·37	7·55	8·84	14·96	7·29	8·88	7·47	5·76	7·19	10·65	1st half	115a
9·48	5·47	7·54	(a) 6·56	8·36	8·59	13·99	9·98	8·41	9·03	7·10	7·08	14·16	2nd „	
2·65	2·10	1·55	2·34	0·95	1·11	—0·55	1·22	1·18	1·03	2·43	1·34	1·89	1st half	116
2·23	2·21	1·06	1·91	0·79	1·07	—0·21	0·22	2·48	0·77	2·12	1·04	0·74	2nd „	
20·63	16·09	10·41	16·24	8·74	11·07	—4·97	7·97	8·72	8·92	18·31	14·60	14·42	1st half	117
18·38	17·34	7·24	13·04	7·36	11·15	—1·87	1·71	15·11	7·49	18·19	10·12	5·50	2nd „	
4·14	2·71	2·84	4·20	2·53	3·82	—1·77	2·85	3·07	3·47	6·69	5·65	5·96	1st half	118
3·88	2·72	2·75	3·59	2·23	3·66	—0·50	0·66	7·15	2·90	7·05	3·84	2·26	2nd „	
39·52	25·26	36·15	31·16	33·73	56·54	55·68	47·16	44·56	41·20	37·64	27·92	43·38	1st half	119
39·41	21·48	42·49	36·42	31·14	52·61	53·18	55·03	30·70	45·97	49·74	40·23	60·54	2nd „	
58·71	72·98	48·65	66·50	63·98	41·29	41·52	51·18	47·49	48·07	60·65	63·05	53·96	1st half	120
58·27	76·50	45·42	61·06	67·39	43·15	44·31	43·67	59·28	41·80	48·14	49·39	36·47	2nd „	
1·77	1·76	10·88	2·34	2·29	2·17	2·80	1·44	1·25	10·73	1·71	9·03	2·66	1st half	121
2·32	2·02	3·13	2·52	1·47	4·24	2·51	1·02	0·83	12·23	2·12	10·38	2·99	2nd „	
...	...	4·32	...	...	...	...	0·22	6·70	...	...	...	...	1st half	122
...	...	8·96	...	...	...	...	0·28	9·19	...	...	...	...	2nd „	
100	100	100	100	100	100	100	100	100	100	100	100	100	1st half	
100	100	100	100	100	100	100	100	100	100	100	100	100	2nd „	
10·80	13·43	10·67	10·30	11·91	11·63	26·33	11·08	12·01	13·40	6·99	8·47	11·67	1st half	123
11·19	15·90	13·95	10·48	13·52	12·97	25·28	18·26	9·88	14·64	7·45	9·85	16·83	2nd „	
17·95	12·66	8·39	16·73	19·08	18·21	25·07	15·18	12·63	11·33	13·63	19·21	15·94	1st half	124
19·03	12·51	9·28	16·56	21·58	19·17	16·63	21·35	7·92	12·73	14·50	19·63	18·27	2nd „	
5·00	3·38	2·60	4·39	3·46	5·75	2·56	3·37	3·82	3·27	1·96	2·71	2·34	1st half	125
5·49	2·90	2·67	4·61	4·82	5·23	2·28	6·24	2·38	3·80	2·08	2·74	4·25	2nd „	
6·99	7·15	6·58	8·07	9·27	8·74	16·94	8·72	9·82	9·32	5·50	7·40	10·04	1st half	126
7·42	6·92	9·13	8·37	10·01	9·19	16·89	12·33	7·21	10·28	6·14	7·52	11·27	2nd „	
4·91	8·09	5·76	5·86	8·85	6·73	24·83	5·72	5·37	10·69	3·00	3·92	8·37	1st half	127
4·98	7·45	7·23	6·33	9·51	6·78	25·42	8·86	3·68	12·44	3·46	4·50	11·72	2nd „	
1·20	1·34	3·60	0·91	1·09	0·91	0·70	0·33	1·75	8·09	1·59	1·39	1·37	1st half	128
0·85	1·31	3·80	0·89	1·28	1·00	2·06	1·18	1·17	9·04	1·31	1·00	1·45	2nd „	
...	...	2·08	...	...	...	...	0·94	5·82	...	...	...	...	1st half	129
...	...	2·78	...	...	...	...	0·70	5·33	...	...	...	...	2nd „	
46·85	46·05	39·68	46·26	53·66	51·07	96·43	45·94	51·22	56·10	32·67	43·10	49·73	1st half	130
48·96	46·99	48·84	47·24	60·72	54·34	88·56	68·92	37·57	62·93	34·49	45·24	63·79	2nd „	

(*a*) Excluding interest on the capital expended on the Oodeypore-Chitor railway, as the figures are not furnished by the Darbar.

APPENDIX
STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1897. TABLE A.—MAINTENANCE OF WAY,

STANDARD

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including the Cawnpore-Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by TEED COM XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	Mean age of lines on the 31st December 1897 . . . . *Years*	...	29·39	14·20	9·27	8·97	12·88	18·26	27·52	3·52	31·58	23·27
	PER MILE OF LINE MAINTAINED.											
131*a*	General superintendence (including office expenses) . . *R*	1st half	174·14	77·45	99·36	78·25	121·53	103·83	218·29	96·93	152·60	144·16
		2nd „	169·78	102·03	99·78	81·05	140·75	104·23	242·18	112·26	150·37	145·02
132*a*	Maintenance and renewal of permanent-way . . . . „	1st half	854·18	407·56	229·93	236·88	564·35	518·86	981·90	190·23	849·20	803·08
		2nd „	431·24	480·26	175·50	211·19	678·52	406·84	735·62	178·97	654·86	778·28
133*a*	Repairs of bridges, &c. . . „	1st half	154·68	8·84	79·10	28·28	169·91	104·88	98·76	57·28	226·91	916·58
		2nd „	53·70	29·96	48·77	15·73	70·88	68·70	74·67	21·38	155·46	676·40
134*a*	Conservancy of rivers . . . „	1st half	...	...	...	...	19·75	4·34	...	...	...	...
		2nd „	...	...	...	...	13·00	4·49	0·11	...	...	...
135*a*	Repairs of stations and buildings „	1st half	123·62	59·10	61·17	21·45	122·48	49·89	242·20	12·77	103·70	133·47
		2nd „	197·32	46·66	38·26	14·26	121·77	56·48	224·40	39·08	77·63	129·42
136*a*	Other charges (net) . . . „	1st half	89·91	10·31	58·48	19·91	177·37	80·75	73·16	10·97	389·07	393·36
		2nd „	120·86	36·33	46·10	14·62	91·43	55·94	133·76	66·50	330·09	402·12
137*a*	Total maintenance, &c. . . „	1st half	1,396·53	563·26	528·04	384·77	1,175·39	862·55	1,614·31	368·18	1,721·48	2,390·65
		2nd „	972·90	695·24	408·41	336·85	1,016·35	696·68	1,410·74	418·19	1,368·41	2,131·24
	PER MILE OF TRACK, INCLUDING SIDINGS.											
131*b*	General superintendence (including office expenses) . . *R*	1st half	115·54	66·40	89·10	69·90	97·76	90·15	133·42	84·61	102·06	109·57
		2nd „	112·48	86·95	89·48	72·25	111·86	90·66	136·57	98·03	100·51	106·74
132*b*	Maintenance and renewal of permanent-way . . . . „	1st half	566·77	349·34	206·21	211·58	453·97	450·51	600·13	166·07	567·94	610·42
		2nd „	285·69	409·26	157·39	188·25	539·26	353·91	414·81	156·28	437·72	572·84
133*b*	Repairs of bridges, &c. . . „	1st half	102·64	7·58	70·94	25·25	136·68	91·06	60·36	50·00	151·76	696·68
		2nd „	35·57	25·53	43·74	14·02	56·33	59·76	42·11	18·67	103·91	497·85
134*b*	Conservancy of rivers . . „	1st half	...	...	...	...	15·89	3·76	...	...	...	...
		2nd „	...	...	...	...	10·33	3·91	0·06	...	...	...
135*b*	Repairs of stations and buildings . „	1st half	82·02	50·66	54·86	19·16	98·52	43·32	148·03	11·14	69·35	101·45
		2nd „	130·72	39·76	34·31	12·71	96·78	49·13	126·53	34·12	51·89	95·26
136*b*	Other charges (net) . . . „	1st half	59·66	8·83	52·44	17·78	142·69	70·12	44·71	9·59	260·22	298·99
		2nd „	80·07	30·95	41·34	13·03	72·67	48·66	75·42	58·07	220·63	295·97
137*b*	Total maintenance, &c. . . „	1st half	926·63	482·81	473·55	343·67	945·51	748·92	986·65	321·41	1,151·33	1,817·11
		2nd „	644·53	592·45	366·26	300·26	887·23	606·03	795·50	365·17	914·66	1,568·66
	PER TOTAL TRAIN-MILE.											
131*c*	General superintendence (including office expenses) . . *Annas*	1st half	0·79	0·84	1·62	1·28	1·04	1·17	0·97	1·71	0·78	0·97
		2nd „	0·78	0·91	1·44	1·40	1·14	1·22	0·87	1·81	0·81	1·16
132*c*	Maintenance and renewal of permanent-way . . . . „	1st half	3·89	4·45	3·74	3·88	4·82	5·84	4·36	3·37	4·34	5·39
		2nd „	1·98	4·31	2·53	3·65	5·48	4·75	2·65	2·88	3·53	6·23
133*c*	Repairs of bridges, &c. . . „	1st half	0·70	0·09	1·29	0·46	1·45	1·18	0·44	1·02	1·16	6·16
		2nd „	0·25	0·27	0·70	0·27	0·57	0·80	0·27	0·34	0·84	5·41
134*c*	Conservancy of rivers . . „	1st half	...	...	...	...	0·17	0·05	...	...	...	...
		2nd „	...	...	...	...	0·11	0·05	...	...	...	...
135*c*	Repairs of stations and buildings „	1st half	0·56	0·64	1·00	0·35	1·04	0·56	1·08	0·23	0·53	0·89
		2nd „	0·90	0·42	0·55	0·24	0·98	0·66	0·81	0·63	0·42	1·03
136*c*	Other charges (net) . . . „	1st half	0·41	0·11	0·95	0·33	1·51	0·91	0·32	0·19	1·98	2·64
		2nd „	0·55	0·33	0·67	0·25	0·73	0·66	0·48	1·09	1·78	3·22
137*c*	Total maintenance, &c. . . „	1st half	6·35	6·13	8·60	6·30	10·03	9·71	7·17	6·52	8·79	16·05
		2nd „	4·46	6·24	5·89	5·81	9·01	8·14	5·08	6·75	7·38	17·05
	PER 1,000 GROSS TON-MILES.											
131*d*	General superintendence (including office expenses) . . *R*	1st half	0·13	0·23	0·25	0·24	0·20	0·24	0·21	0·34	0·18	0·17
		2nd „	0·13	0·20	0·29	0·28	0·22	0·27	0·16	0·36	0·19	0·22
132*d*	Maintenance and renewal of permanent-way . . . . „	1st half	0·65	1·22	0·59	0·72	0·94	1·17	0·96	0·67	0·99	0·97
		2nd „	0·34	0·96	0·51	0·74	1·07	1·07	0·47	0·58	0·84	1·20
133*d*	Repairs of bridges, &c. . . „	1st half	0·12	0·03	0·20	0·08	0·29	0·24	0·09	0·21	0·26	1·10
		2nd „	0·04	0·06	0·14	0·05	0·11	0·18	0·05	1·07	0·20	1·05
134*d*	Conservancy of rivers . . „	1st half	...	...	...	...	0·03	0·01	...	...	...	...
		2nd „	...	...	...	...	0·02	0·01	...	...	...	...
135*d*	Repairs of stations and buildings „	1st half	0·09	0·18	0·16	0·07	0·21	0·11	0·24	0·05	0·12	0·16
		2nd „	0·15	0·09	0·11	0·05	0·19	0·15	0·15	0·13	0·10	0·20
136*d*	Other charges (net) . . . „	1st half	0·07	0·03	0·15	0·06	0·29	0·18	0·07	0·03	0·45	0·48
		2nd „	0·10	0·08	0·13	0·05	0·14	0·15	0·08	0·23	0·42	0·62
37*d*	Total maintenance, &c. . . „	1st half	1·06	1·69	1·35	1·17	1·96	1·95	1·57	1·30	2·00	2·88
		2nd „	0·76	1·39	1·18	1·17	1·75	1·83	0·91	1·37	1·75	3·29

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES.

WORKS AND STATIONS. Half-years ended the 30th June and the 31st December 1897.

GAUGE.		METRE GAUGE.												
TIARAN-NIES,	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	LXIX. Eastern Bengal, including the Kaunia-Dharlla (2′ 6″ gauge) branch.	LII. Rohilkund and Kumaon railway system.	LXIX. Jodhpore-Bickaneer. Jodhpore section.	LXIX. Jodhpore-Bickaneer. Bickaneer section.	LXVIII. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
33·04	14·66	11·95	16·66	10·64	17·35	1·98	10·27	14·41	9·94	8·38	6·06	10·91	...	
142·01	141·28	78·25	94·18	88·33	110·41	143·41	121·87	111·94	61·67	17·18	17·51	72·31	1st half	131a
141·06	145·75	73·94	88·54	88·69	111·77	166·00	145·28	109·93	66·27	17·47	17·43	68·29	2nd ,,	
317·76	286·79	231·05	342·42	191·05	327·91	253·96	367·77	258·27	174·03	96·86	105·89	221·90	1st half	132a
349·54	405·67	202·79	328·31	178·46	407·68	242·61	418·02	246·87	146·74	83·18	87·12	198·96	2nd ,,	
71·92	184·83	28·14	22·40	29·42	47·29	0·07	63·07	30·41	38·74	2·01	0·69	10·06	1st half	133a
60·19	191·70	31·00	16·72	53·09	28·79	2·37	40·55	81·06	63·13	2·17	0·68	14·68	2nd ,,	
...	...	...	...	...	...	...	2·33	0·16	7·93	...	...	...	1st half	134a
...	...	1·54	...	...	...	...	2·77	0·16	9·04	...	...	...	2nd ,,	
89·37	43·63	27·76	34·85	31·92	34·69	5·89	62·50	83·49	14·82	7·65	2·54	33·05	1st half	135a
79·76	33·12	33·09	31·09	31·43	21·12	39·00	50·18	90·01	21·78	6·06	5·63	24·33	2nd ,,	
124·69	52·34	68·25	48·53	35·92	—17·05	0·13	61·55	65·91	30·36	14·19	3·26	35·39	1st half	136a
127·93	96·98	116·01	38·22	39·71	—15·76	1·44	67·50	40·14	18·81	4·99	3·03	36·68	2nd ,,	
745·75	708·87	433·45	542·38	376·64	503·25	403·46	679·09	550·18	327·55	137·89	129·89	372·71	1st half	137a
758·48	873·22	458·37	502·88	391·38	553·60	451·42	724·30	568·17	325·77	113·87	113·89	342·94	2nd ,,	
116·29	128·11	68·28	82·31	80·35	97·89	127·20	104·84	96·40	55·47	16·69	17·12	65·22	1st half	131b
115·48	130·63	69·83	77·30	80·60	99·09	149·54	124·49	94·40	59·26	16·96	17·04	61·93	2nd ,,	
260·20	260·07	201·61	299·28	173·78	290·75	225·26	316·37	222·41	156·51	94·07	103·51	200·16	1st half	132b
286·16	363·58	191·51	286·64	162·21	361·41	218·55	358·20	211·99	131·21	80·79	85·16	180·46	2nd ,,	
58·89	167·61	24·55	19·58	26·75	41·93	0·06	54·25	26·19	34·85	1·95	0·67	9·08	1st half	133b
49·27	171·81	29·27	14·60	48·25	25·52	2·14	34·75	69·61	56·44	2·11	0·67	13·31	2nd ,,	
...	...	...	...	...	...	...	2·01	0·14	7·13	...	...	...	1st half	134
...	...	1·46	...	...	...	...	2·38	0·14	8·08	...	...	...	2nd ,,	
73·18	39·57	24·23	30·46	29·03	30·76	5·22	53·76	71·90	13·34	7·43	2·48	29·80	1st half	135b
65·30	29·69	31·25	27·15	28·57	18·73	35·13	43·00	77·29	19·47	5·88	5·50	22·07	2nd ,,	
102·10	47·46	59·56	42·40	32·67	—15·12	0·12	52·95	56·76	27·33	13·78	3·19	31·92	1st half	136b
104·73	86·91	109·56	33·38	36·10	—13·98	1·30	57·84	34·47	16·82	4·85	2·96	33·27	2nd ,,	
610·66	642·82	378·23	474·03	342·58	446·21	357·86	584·18	473·80	294·63	133·92	126·97	336·18	1st half	137b
620·94	782·62	432·88	439·07	355·73	490·77	406·66	620·66	487·90	291·28	110·59	111·33	311·04	2nd ,,	
1·50	1·78	1·01	1·08	1·05	1·07	3·32	1·18	1·27	1·10	0·50	0·45	1·28	1st half	131c
1·43	1·75	0·94	1·05	1·09	1·08	4·22	1·53	1·14	1·23	0·57	0·54	1·77	2nd ,,	
3·37	3·62	2·99	3·92	2·28	3·19	5·89	3·58	2·94	3·11	2·83	2·75	3·91	1st half	132c
3·55	4·90	2·57	3·88	2·18	3·94	6·17	4·40	2·57	2·71	2·73	2·69	5·15	2nd ,,	
0·76	2·34	0·36	0·25	0·35	0·46	...	0·61	0·35	0·69	0·06	0·02	0·18	1st half	133c
0·61	2·31	0·39	0·20	0·65	0·28	0·06	0·43	0·84	1·16	0·07	0·02	0·38	2nd ,,	
...	...	...	...	...	...	...	0·02	...	0·14	...	...	...	1st half	134c
...	...	0·02	...	...	...	...	0·03	...	0·17	...	...	...	2nd ,,	
0·95	0·55	0·36	0·40	0·38	0·34	0·14	0·61	0·95	0·26	0·22	0·07	0·58	1st half	135c
0·81	0·40	0·42	0·36	0·38	0·20	0·99	0·53	0·93	0·40	0·20	0·17	0·63	2nd ,,	
1·32	0·66	0·88	0·56	0·44	—0·16	...	0·60	0·75	0·55	0·41	0·08	0·62	1st half	136c
1·30	1·17	1·49	0·45	0·49	—0·15	0·04	0·71	0·42	0·35	0·17	0·09	0·95	2nd ,,	
7·90	8·95	5·60	6·21	4·50	4·90	9·35	6·60	6·26	5·85	4·02	3·37	6·57	1st half	137c
7·70	10·53	5·81	5·94	4·79	5·35	11·48	7·63	5·90	6·02	3·74	3·51	8·88	2nd ,,	
0·31	0·30	0·28	0·32	0·36	0·43	1·18	0·36	0·47	0·40	0·16	0·18	0·48	1st half	131d
0·31	0·28	0·31	0·31	0·39	0·43	1·21	0·53	0·41	0·47	0·21	0·22	0·67	2nd ,,	
0·69	0·60	0·84	1·17	0·80	1·26	2·10	1·09	1·09	1·13	0·89	1·11	1·46	1st half	132d
0·76	0·80	0·86	1·17	0·78	1·55	1·77	1·53	0·92	1·04	0·98	1·08	1·94	2nd ,,	
0·16	0·38	0·10	0·08	0·12	0·18	...	0·19	0·13	0·25	0·02	0·01	0·06	1st half	133d
0·13	0·38	0·13	0·06	0·23	0·11	0·02	0·15	0·30	0·45	0·03	0·01	0·14	2nd ,,	
...	...	...	...	...	...	...	0·01	...	0·05	...	...	...	1st half	134d
...	...	0·01	...	...	...	...	0·01	...	0·06	...	...	...	2nd ,,	
0·20	0·09	0·10	0·12	0·13	0·13	0·05	0·18	0·35	0·09	0·07	0·03	0·22	1st half	135d
0·18	0·07	0·14	0·11	0·14	0·08	0·28	0·18	0·34	0·15	0·07	0·07	0·24	2nd ,,	
0·27	0·11	0·25	0·17	0·16	—0·07	...	0·18	0·28	0·20	0·13	0·03	0·23	1st half	136d
0·28	0·19	0·49	0·14	0·18	—0·07	0·01	0·25	0·15	0·13	0·06	0·03	0·36	2nd ,,	
1·63	1·48	1·57	1·86	1·57	1·93	3·33	2·01	2·32	2·12	1·27	1·36	2·45	1st half	137d
1·66	1·72	1·94	1·79	1·72	2·10	3·29	2·65	2·12	2·30	1·35	1·41	3·35	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

WORKING

Half-years ended the 30th June and the 31st December 1897.

TABLE B.—LOCOMOTIVE

STANDARD

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand. (a)	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by TEED COM XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
†	Average price of fuel per ton in terms of coal* . . *R*	1st half	1·78	5·01	3·49	11·58	14·11	10·64	6·79	7·87	11·61	17·18
		2nd ,,	1·94	5·30	3·29	11·64	15·53	10·56	6·13	10·93	11·55	15·32
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.											
138*a*	General superintendence (including office expenses) . . . . . *Annas*	1st half	0·57	0·43	1·16	0·89	0·85	0·76	0·52	1·37	0·60	0·74
		2nd ,,	0·59	0·43	1·01	0·94	0·86	0·79	0·53	1·14	0·64	0·86
139*a*	Running expenses . . . . ,,	1st half	1·85	0·49	2·12	2·05	2·11	1·04	1·88	2·31	2·89	2·63
		2nd ,,	1·83	0·63	1·98	2·08	2·06	1·07	1·76	2·11	2·95	2·90
140*a*	Fuel† . . . . . ,,	1st half	0·80	2·18	1·23	4·18	4·29	3·12	2·39	3·21	3·50	7·15
		2nd ,,	0·83	2·37	1·06	3·94	4·88	2·92	2·08	3·17	3·56	5·92
141*a*	Water . . . . . ,,	1st half	0·12	0·07	0·22	0·33	0·22	0·12	0·15	0·21	0·30	0·43
		2nd ,,	0·10	0·08	0·15	0·27	0·26	0·14	0·13	0·16	0·34	0·51
142*a*	Oil, tallow and other stores . . ,,	1st half	0·33	0·17	0·33	0·44	0·32	0·36	0·34	0·48	0·31	0·49
		2nd ,,	0·37	0·26	0·36	0·50	0·40	0·31	0·35	0·46	0·35	0·56
143*a*	*Maintenance and renewal of locomotives* . . . . . ,,	1st half	1·01	0·19	2·08	2·38	2·23	1·80	1·45	2·92	2·48	2·70
		2nd ,,	1·40	2·85	1·68	2·61	2·46	4·45	5·30	2·07	3·31	3·19
143A (*a*)	Maintenance and renewal of machinery, tools and plant . . ,,	1st half	0·11	0·13	0·12	0·11	0·21	0·15	0·29	0·31	0·14	0·38
		2nd ,,	0·13	0·04	0·12	0·16	0·26	0·20	0·20	0·21	0·17	0·39
144*a*	Other charges (net) . . . . ,,	1st half	0·86	0·14	1·08	1·38	0·59	1·11	0·28	0·93	1·27	0·80
		2nd ,,	1·00	0·31	1·27	1·13	1·14	0·75	0·18	1·20	1·78	1·81
145*a*	Total locomotive expenses . . ,,	1st half	5·65	3·80	8·34	11·76	10·82	8·46	7·30	11·74	11·49	15·32
		2nd ,,	6·25	6·97	7·63	11·63	12·32	10·63	10·53	10·52	13·10	16·14
†	Fuel consumed in terms of coal* . . *lbs.*	1st half	62·74	60·83	49·53	50·49	42·52	41·04	49·26	57·14	42·25	58·23
		2nd ,,	59·92	50·06	45·05	47·41	44·03	38·74	47·39	40·65	43·18	54·07
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.											
138*b*	General superintendence (including office expenses) . . . . *Annas*	1st half	0·47	0·38	1·03	0·78	0·76	0·64	0·38	1·18	0·53	0·63
		2nd ,,	0·49	0·37	0·92	0·82	0·75	0·66	0·38	1·02	0·56	0·74
139*b*	Running expenses . . . . ,,	1st half	1·54	0·44	1·89	1·80	1·87	0·87	1·36	1·97	2·55	2·27
		2nd ,,	1·51	0·53	1·79	1·83	1·80	0·88	1·26	1·88	2·60	2·51
140*b*	Fuel† . . . . . ,,	1st half	0·67	1·93	1·10	3·67	3·80	2·61	1·72	2·73	3·09	6·15
		2nd ,,	0·69	2·00	0·96	3·47	4·27	2·43	1·49	2·84	3·14	5·12
141*b*	Water . . . . . ,,	1st half	0·10	0·06	0·19	0·29	0·19	0·10	0·11	0·18	0·27	0·37
		2nd ,,	0·08	0·08	0·14	0·24	0·22	0·12	0·09	0·14	0·30	0·44
142*b*	Oil, tallow and other stores . . ,,	1st half	0·28	0·15	0·30	0·39	0·28	0·30	0·25	0·41	0·27	0·42
		2nd ,,	0·30	0·22	0·32	0·44	0·35	0·26	0·25	0·41	0·31	0·48
143*b*	Maintenance and renewal of locomotives . . . . . ,,	1st half	0·84	0·17	1·85	2·09	1·97	1·50	1·05	2·48	2·18	2·33
		2nd ,,	1·15	2·42	1·32	2·30	2·16	3·70	3·79	1·85	2·92	2·77
143A (*b*)	Maintenance and renewal of machinery, tools and plant . . ,,	1st half	0·08	0·11	0·11	0·10	0·19	0·12	0·21	0·26	0·12	0·32
		2nd ,,	0·11	0·03	0·11	0·14	0·23	0·17	0·15	0·18	0·15	0·34
144*b*	Other charges (net) . . . . ,,	1st half	0·71	0·12	0·95	1·21	0·52	0·93	0·19	0·78	1·12	0·69
		2nd ,,	0·83	0·26	1·14	0·99	1·00	0·62	0·13	1·08	1·57	1·57
145*b*	Total locomotive expenses . . ,,	1st half	4·69	3·36	7·42	10·33	9·58	7·07	5·27	9·99	10·13	13·18
		2nd ,,	5·16	5·91	6·90	10·23	10·78	8·84	7·54	9·40	11·55	13·97
†	Fuel consumed in terms of coal* . . *lbs.*	1st half	52·02	53·81	44·03	44·32	37·66	34·29	35·59	48·59	37·24	50·11
		2nd ,,	49·51	42·38	40·77	41·71	38·55	32·23	33·90	36·32	38·09	46·80
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...

* The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State railway, which uses Singareni coal.
(*a*) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

EXPENSES. Half-years ended the 30th June and the 31st December 1897.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharla (2'6" gauge) branch.	LIV. Rohilkund and Kumaon railway system.	LXIX. Jodhpore-Bickaneer. Jodhpore section.	LXIX. Jodhpore-Bickaneer. Bickaneer section.	LXXI. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
14'54	4'55	7'44	16'79	10'02	14'46	15'55	12'11	7'74	...	21'33	21'33	19'22	1st half .	†
15'40	4'56	5'42	16'26	9'77	14'24	8'09	12'16	7'11	...	20'28	20'28	19'75	2nd ,, .	
...	...	...	...	...	...	...	...	...	3'17	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	3'66	...	...	...	2nd ,, .	
0'82	1'00	0'48	0'97	0'68	0'62	1'25	0'79	0'79	0'68	0'51	0'48	0'74	1st half .	138a
0'78	0'96	0'49	0'98	0'66	0'57	1'17	0'97	0'63	0'73	0'55	0'52	0'96	2nd ,, .	
2'15	1'68	0'99	1'99	1'36	1'46	1'81	2'16	1'22	0'80	0'73	0'72	1'55	1st half .	139a
2'13	1'64	0'97	1'90	1'37	1'44	1'76	2'23	1'15	0'83	0'83	0'79	1'76	2nd ,, .	
5'41	2'10	1'50	4'00	2'32	3'46	4'42	3'22	1'71	1'47	4'44	4'26	4'25	1st half .	140a
5'53	2'23	1'13	3'71	2'33	3'32	2'35	2'71	1'41	1'51	3'64	3'47	4'18	2nd ,, .	
0'23	0'36	0'10	0'21	0'18	0'16	0'35	0'24	0'12	0'16	0'24	0'28	0'14	1st half .	141a
0'20	0'37	0'11	0'20	0'20	0'17	0'44	0'25	0'11	0'17	0'24	0'28	0'15	2nd ,, .	
0'30	0'32	0'19	0'13	0'15	0'32	0'51	0'29	0'22	0'24	0'47	0'45	0'27	1st half .	142a
0'31	0'35	0'19	0'16	0'16	0'35	0'40	0'31	0'22	0'25	0'37	0'36	0'29	2nd ,, .	
3'11	1'63	0'73	2'16	1'15	1'39	0'36	1'33	1'01	1'26	1'05	0'99	1'52	1st half .	143a
3'06	1'66	0'74	1'94	1'27	1'57	0'87	1'84	0'77	0'96	1'01	1'02	1'68	2nd ,, .	
0'08	0'20	0'06	0'15	0'22	0'02	0'04	0'13	0'18	0'10	0'12	0'12	0'11	1st half .	143A (a)
0'10	0'21	0'05	0'12.	0'18	0'01	0'03	0'17	0'07	0'12	0'19	0'16	0'16	2nd ,, .	
1'04	1'15	0'35	0'49	1'14	0'24	0'16	0'41	1'34	0'24	0'29	0'31	0'37	1st half .	144a
0'98	0'86	0'19	0'39	1'47	0'48	0'54	0'45	0'37	0'66	0'46	0'41	0'40	2nd ,, .	
13'14	8'44	4'40	10'10	7'20	7'67	8'90	8'57	6'59	4'95	7'85	7'64	8'95	1st half .	145a
13'09	8'28	3'87	9'40	7'64	7'91	7'56	8'93	4'73	5'23	7'29	7'01	9'58	2nd ,, .	
52'10	64'41	28'23	33'47	32'36	33'51	39'80	37'23	30'98	...	29'16	28'00	30'97	1st half .	†
50'32	68'41	26'50	31'93	33'37	32'64	40'75	31'16	27'77	...	25'10	23'98	29'60	2nd ,, .	
...	...	...	...	...	...	...	...	...	64'92	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	57'65	...	...	...	2nd ,, .	
0'69	0'89	0'41	0'84	0'62	0'53	1'05	0'68	0'63	0'57	0'47	0'47	0'69	1st half .	138b
0'66	0'84	0'41	0'84	0'61	0'50	0'94	0'83	0'51	0'62	0'52	0'51	0'89	2nd ,, .	
1'81	1'47	0'84	1'72	1'26	1'25	1'51	1'86	0'98	0'67	0'68	0'70	1'45	1st half .	139b
1'78	1'45	0'82	1'63	1'26	1'23	1'41	1'90	0'92	0'69	0'78	0'78	1'63	2nd ,, .	
4'57	1'84	1'27	3'44	2'14	2'95	3'72	2'77	1'38	1'22	4'17	4'17	4'00	1st half .	140b
4'63	1'96	0'95	3'20	2'15	2'84	1'89	2'32	1'13	1'28	3'41	3'41	3'87	2nd ,, .	
0'19	0'31	0'08	0'18	0'17	0'13	0'30	0'21	0'10	0'14	0'23	0'28	0'14	1st half .	141b
0'17	0'33	0'10	0'17	0'18	0'14	0'35	0'22	0'09	0'14	0'22	0'27	0'14	2nd ,, .	
0'26	0'28	0'17	0'12	0'14	0'28	0'43	0'25	0'17	0'20	0'44	0'44	0'25	1st half .	142b
0'26	0'31	0'16	0'14	0'15	0'30	0'33	0'27	0'18	0'21	0'34	0'35	0'27	2nd ,, .	
2'62	1'44	0'62	1'86	1'07	1'19	0'30	1'15	0'81	1'04	0'98	0'97	1'42	1st half .	143b
2'56	1'46	0'63	1'68	1'17	1'34	0'70	1'58	0'62	0'82	0'95	1'00	1'56	2nd ,, .	
0'07	0'18	0'05	0'12	0'20	0'01	0'04	0'11	0'15	0'08	0'12	0'12	0'11	1st half .	143A (b)
0'08	0'18	0'04	0'10	0'17	0'01	0'02	0'15	0'06	0'10	0'18	0'15	0'15	2nd ,, .	
0'87	1'01	0'30	0'42	1'05	0'20	0'14	0'36	1'07	0'20	0'28	0'33	0'35	1st half .	144b
0'81	0'76	0'16	0'34	1'35	0'41	0'43	0'37	0'30	0'57	0'43	0'40	0'37	2nd ,, .	
11'08	7'42	3'74	8'70	6'65	6'54	7'49	7'39	5'29	4'12	7'37	7'48	8'41	1st half .	145b
10'95	7'29	3'27	8'10	7'04	6'77	6'07	7'64	3'81	4'43	6'83	6'87	8'88	2nd ,, .	
43'92	56'64	23'98	28'83	29'88	28'57	33'50	32'05	24'91	...	27'37	27'39	29'11	1st half .	†
42'10	60'24	22'38	28'54	30'75	27'93	32'74	26'67	22'34	...	23'59	23'53	27'43	2nd ,, .	
...	...	...	...	...	...	...	...	...	53'98	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	48'83	...	...	...	2nd ,, .	

APPENDIX
STATISTICS OF INDIAN
WORKING

Half-years ended the 30th June and the 31st December 1897.

TABLE B.—LOCOMOTIVE

STANDARD

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II. Bengal-Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Rohilkhand, including the Cawnpore Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by TEED COM XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	PER 1,000 GROSS TON-MILES.											
138c	General superintendence (including office expenses) . . . . R	1st half	0·09	0·12	0·18	0·16	0·17	0·15	0·11	0·27	0·14	0·13
		2nd „	0·10	0·10	0·20	0·19	0·16	0·17	0·09	0·23	0·15	0·17
139c	Running expenses . . . . . „	1st half	0·31	0·13	0·33	0·38	0·41	0·20	0·41	0·47	0·66	0·47
		2nd „	0·31	0·14	0·40	0·42	0·40	0·22	0·33	0·44	0·70	0·56
140c	Fuel† . . . . . „	1st half	0·13	0·60	0·20	0·78	0·84	0·61	0·53	0·64	0·80	1·28
		2nd „	0·14	0·52	0·21	0·80	0·95	0·62	0·37	0·65	0·85	1·14
141c	Water . . . . . „	1st half	0·02	0·02	0·03	0·06	0·04	0·02	0:03	0·04	0·07	0·08
		2nd „	0 02	0·02	0·03	0·05	0·05	0·03	0·02	0·03	0·08	0·10
142c	Oil, tallow and other stores . . „	1st half	0·06	0·05	0·05	0·08	0·06	0·07	0·08	0·10	0·07	0·09
		2nd „	0·06	0·06	0·07	0·10	0·08	0·07	0·06	0·09	0·08	0·11
143c	Maintenance and renewal of locomotives . . . . . „	1st half	0·17	0·05	0·33	0·44	0·43	0·35	0·32	0·58	0·56	0·49
		2nd „	0·24	0·63	0·34	0·53	0·48	0·95	0·95	0·42	0·79	0·62
143A (c)	Maintenance and renewal o. machinery, tools and plant . . . . „	1st half	0·02	0·03	0·02	0·02	0·04	0·03	0·06	0·06	0·03	0·07
		2nd „	0·02	0·01	0·02	0·03	0·05	0·04	0·04	0·04	0·04	0·07
144c	Other charges (net) . . . . „	1st half	0·14	0·04	0·17	0·26	0·12	0·21	0·06	0·18	0·29	0·14
		2nd „	0·17	0·07	0·25	0·23	0·22	0·16	0·03	0·24	0·42	0·35
145c	Total locomotive expenses . . „	1st half	0·94	1·04	1·31	2·18	2·11	1·64	1·60	2·34	2·62	2·75
		2nd „	1·06	1·55	1·52	2·35	2·39	2·26	1·88	2·14	3·11	3·12
†	Fuel consumed in terms of coal* . . lbs.	1st half	167·08	267·66	124·58	149·84	132·82	127·20	173·31	182·34	153·74	167·10
		2nd „	163·77	177·87	144·23	153·12	136·85	131·58	135·50	132·52	163·94	167·13
	wood . . „	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.											
146a	General superintendence (including office expenses) . . . . Annas	1st half	0·12	0·22	0·29	0·33	0·17	(b) 0·18	0·38	0·36	0·18	0·25
		2nd „	0·12	0·21	0·23	0·36	0·16	(b) 0·16	0·29	0·29	0·19	0·24
147a	Repairs and renewals of coaching vehicles . . . . . „	1st half	0·45	0·06	0·37	0·91	0·61	(b) 2·06	0·97	0·42	0·85	0·78
		2nd „	0·46	0·46	0·40	1·00	0·71	(b) 2·10	0·47	0·38	1·09	1·56
148a	Repairs and renewals of goods vehicles „	1st half	1·49	0·21	0·97	0·87	0·75	(b) 3·78	0·96	0·36	0·94	1·50
		2nd „	1·08	0·10	1·22	0·98	0·93	(b) 0·35	0·46	0·48	2·70	4·30
148A (a)	Repairs and renewals of machinery, tools and plant . . . . „	1st half	0·06	...	0·03	0·09	0·04	(b) 0·09	0·02	0·03	0·05	0·20
		2nd „	0·06	...	0·01	0·05	0·05	(b) 0·06	0·02	0·03	0·07	0·32
149a	Cleaning and oiling . . . . „	1st half	0·18	0·18	0·68	0·35	0·43	(b) 0·38	0·36	0·46	0·36	0·36
		2nd „	0·22	0·24	0·40	0·40	0·42	(b) 0·37	0·32	0·42	0·41	0·46
150a	Other charges (net) . . . . „	1st half	0·02	...	0·26	0·01	0·07	(b) 0·09	0·02	0·02	0·28	0·23
		2nd „	0·03	0·01	0·04	0·01	0·06	(b) 0·04	0·01	0·03	1·04	1·14
151a	Total carriage and wagon expenses „	1st half	2·32	0·67	2·60	2·56	2·07	(b) 6·58	2·71	1·65	2·66	3·32
		2nd „	1·97	1·02	2·30	2·80	2·33	(b) 3·08	1·57	1·63	5·50	8·12
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.											
146b	General superintendence (including office expenses) . . . . R	1st half	0·31	0·88	0·48	1·07	0·48	(b) 0·41	1·28	1·14	0·64	0·63
		2nd „	0·31	0·65	0·52	1·02	0·46	(b) 0·41	0·78	0·98	0·72	0·90
147b	Repairs and renewals of coaching vehicles (a) . . . . . „	1st half	3·91	0·32	3·06	7·52	4·85	(b)15·51	7·51	2·69	8·60	6·66
		2nd „	3·95	2·88	3·46	7·96	5·44	(b)14·53	4·37	1·51	10·70	11·84
148b	Repairs and renewals of goods vehicles (a) . . . . . „	1st half	5·14	3·05	2·07	4·41	3·14	(b)12·63	5·77	2·35	5·07	5·31
		2nd „	3·85	0·59	3·84	4·38	3·99	(b) 1·41	1·73	3·07	16·66	17·49
148A (b)	Repairs and renewals of machinery, tools and plant . . . . „	1st half	0·14	...	0·05	0·27	0·11	(b) 0·20	0·07	0·11	0·19	0·51
		2nd „	0·14	...	0·03	0·16	0·12	(b) 0·15	0·04	0·09	0·27	0·84
149b	Cleaning and oiling . . „	1st half	0·46	0·74	1·15	1·09	1·18	(b) 0·88	1·20	1·49	1·28	0·91
		2nd „	0·55	0·77	0·91	1·13	1·17	(b) 0·96	0·84	1·38	1·54	1·20
150b	Other charges (net) . . . „	1st half	0·04	0·01	0·45	0·02	0·19	(b) 0·21	0·07	1·07	1·01	0·57
		2nd „	0·08	0·03	0·08	0·03	0·15	(b) 0·10	0·04	0·12	3·93	3·03
151b	Total carriage and wagon expenses „	1st half	5·74	2·75	4·39	8·04	5·68	(b)15·22	9·15	5·34	9·42	8·32
		2nd „	4·96	3·16	5·30	8·00	6·40	(b) 7·92	4·19	5·36	20·82	21·50

Table C.—Carriage and

* The standard used is Kurhurbaree coal, except in the case of

(a) These two items are calculated respectively upon the coaching and goods vehicle-mileage

(b) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II) —*continued.*

EXPENSES—*continued.*

EXPENSES—*concluded.* Half-years ended the 30th June and the 31st December 1897.

GAUGE.		METRE GAUGE.													
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharla (2′ 6″ gauge) branch.	LIV. Rohilkund and Kumaon railway system.	LXIX. Jodhpore-Bickaneer. Jodhpore section.	LXIX. Jodhpore-Bickaneer. Bickaneer section.	LXXI. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
0·17	0·16	0·13	0·30	0·24	0·24	0·45	0·24	0·29	0·24	0·16	0·19	0·27	1st half	138c
0·17	0·16	0·16	0·29	0·24	0·22	0·33	0·34	0·23	0·28	0·20	0·21	0·36	2nd ,,	
0·44	0·28	0·28	0·60	0·48	0·58	0·64	0·66	0·45	0·30	0·23	0·29	0·58	1st half	139c
0·46	0·27	0·32	0·58	0·49	0·56	0·50	0·77	0·41	0·32	0·30	0·32	0·66	2nd ,,	
1·12	0·35	0·42	1·20	0·81	1·37	1·58	0·98	0·63	0·53	1·41	1·72	1·59	1st half	140c
1·19	0·36	0·38	1·12	0·84	1·32	0·67	0·94	0·50	0·58	1·31	1·39	1·58	2nd ,,	
0·05	0·06	0·03	0·06	0·06	0·06	0·13	0·07	0·05	0·06	0·08	0·11	0·05	1st half	141c
0·04	0·06	0·04	0·06	0·07	0·06	0·13	0·09	0·04	0·06	0·08	0·11	0·06	2nd ,,	
0·06	0·05	0·05	0·04	0·05	0·13	0·18	0·09	0·08	0·09	0·15	0·18	0·10	1st half	142c
0·07	0·06	0·06	0·05	0·06	0·14	0·12	0·11	0·08	0·10	0·13	0·14	0·11	2nd ,,	
0·64	0·28	0·20	0·65	0·41	0·55	0·13	0·40	0·37	0·45	0·33	0·40	0·57	1st half	143c
0·66	0·28	0·25	0·58	0·46	0·62	0·25	0·64	0·28	0·37	0·36	0·41	0·64	2nd ,,	
0·02	0·03	0·02	0·04	0·07	0·01	0·01	0·04	0·07	0·03	0·04	0·05	0·04	1st half	143A (c)
0·02	0·03	0·02	0·04	0·06	0·01	0·01	0·06	0·03	0·04	0·07	0·06	0·06	2nd ,,	
0·21	0·19	0·10	0·14	0·40	0·09	0·05	0·13	0·50	0·09	0·09	0·14	0·14	1st half	144c
0·21	0·14	0·06	0·11	0·53	0·18	0·15	0·15	0·13	0·25	0·17	0·17	0·15	2nd ,,	
2·71	1·40	1·23	3·03	2·52	3·03	3·17	2·61	2·44	1·79	2·49	3·08	3·34	1st half	145c
2·82	1·36	1·29	2·83	2·75	3·11	2·16	3·10	1·70	2·00	2·62	2·81	3·62	2nd ,,	
172·08	170·77	126·34	160·48	181·19	211·80	226·99	180·92	183·46	...	147·78	180·13	184·94	1st half	†
173·14	179·17	141·05	154·00	192·02	205·56	186·53	173·34	159·84	...	144·62	153·67	178·72	2nd ,,	
...	...	...	...	...	...	...	...	...	375·98	...	...	...	1st half	
...	...	...	...	...	...	...	...	...	352·71	...	...	...	2nd ,,	
Wagon Expenses.														
0·25	0·25	0·17	0·26	0·19	0·20	0·12	0·23	0·39	0·28	0·12	0·13	0·25	1st half	146a
0·23	0·22	0·17	0·24	0·19	0·19	0·18	0·27	0·35	0·33	0·13	0·13	0·32	2nd ,,	
0·86	0·63	0·30	0·74	0·47	1·17	0·20	0·56	0·69	0·26	0·44	0·42	0·42	1st half	147a
0·85	0·65	0·26	0·64	0·78	1·14	0·34	1·01	0·42	0·21	0·38	0·33	1·04	2nd ,,	
1·80	0·85	0·60	1·20	0·44	0·84	0·28	0·76	0·61	0·61	0·31	0·27	0·41	1st half	148a
1·87	0·52	0·36	1·14	0·53	0·61	0·14	0·90	0·32	0·70	0·26	0·25	0·54	2nd ,,	
0·07	0·02	0·01	0·01	0·04	...	...	0·03	0·04	0·01	0·04	0·04	0·06	1st half	148A (a)
0·08	0·03	0·01	0·01	0·03	...	...	0·04	0·02	0·03	0·04	0·03	0·08	2nd ,,	
0·41	0·41	0·27	0·36	0·15	0·20	0·31	0·29	0·23	0·26	0·22	0·22	0·16	1st half	149a
0·45	0·42	0·30	0·38	0·16	0·19	0·38	0·34	0·25	0·29	0·23	0·24	0·21	2nd ,,	
0·27	0·10	0·02	0·08	0·02	0·01	...	0·03	0·03	0·01	...	...	0·02	1st half	150a
0·30	0·08	0·01	0·20	0·02	0·02	...	0·05	0·06	...	0·01	...	0·04	2nd ,,	
3·66	2·26	1·37	2·65	1·31	2·42	0·91	1·90	1·99	1·43	1·13	1·08	1·32	1st half	151a
3·78	1·92	1·11	2·61	1·71	2·15	1·04	2·61	1·42	1·56	1·05	0·98	2·23	2nd ,,	
0·68	0·67	0·38	0·63	0·57	0·66	0·35	0·52	1·02	0·75	0·38	0·55	0·69	1st half	146b
0·65	0·61	0·41	0·56	0·57	0·62	0·44	0·68	0·88	0·93	0·44	0·51	0·94	2nd ,,	
7·23	6·91	2·13	5·12	4·58	6·91	1·55	3·54	4·64	1·82	3·12	4·85	2·87	1st half	147b
2·36	7·45	1·79	4·25	8·29	6·75	1·79	5·68	3·01	1·31	3·37	3·29	5·98	2nd ,,	
7·42	3·02	2·01	4·42	1·89	5·88	1·34	2·59	2·66	2·57	1·61	1·91	1·95	1st half	148b
5·19	1·91	1·39	4·29	2·22	4·36	0·63	4·05	1·21	3·49	1·71	1·64	3·25	2nd ,,	
0·21	0·04	0·03	0·03	0·10	...	...	0·06	0·10	0·04	0·11	0·15	0·16	1st half	148A (b)
0·21	0·08	0·02	0·03	0·10	...	...	0·10	0·05	0·07	0·12	0·13	0·24	2nd ,,	
1·13	1·09	0·60	0·88	0·44	0·62	0·92	0·63	0·62	0·63	0·66	0·98	0·46	1st half	149b
1·25	1·17	0·73	0·93	0·48	0·63	0·95	0·86	0·63	0·79	0·76	0·95	0·61	2nd ,,	
0·76	0·28	0·05	0·19	0·05	0·04	...	0·07	0·09	0·01	0·01	...	0·06	1st half	150b
0·84	0·22	0·03	0·50	0·05	0·07	...	0·12	0·14	0·01	0·02	0·01	0·12	2nd ,,	
10·14	6·06	3·10	6·39	3·87	7·76	2·69	4·20	5·27	3·73	3·42	4·69	3·71	1st half	151b
10·50	5·35	2·72	6·30	5·15	7·00	2·56	6·54	3·53	4·31	3·39	3·89	6·56	2nd ,,	

† the Nizam's Guaranteed State railway, which uses Singareni coal.
all other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.

APPENDIX
STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1897.

TABLE D.

STANDARD

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including the Cawnpore-Burhwal (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked guaranteed com XVIII. Great Indian Peninsula railway system.	Bombay, Baroda and Central India railway system.
	PER TOTAL TRAIN-MILE.											
152a	General superintendence (including office expenses) . . . *Annas*	1st half	0·52	0·55	1·06	0·77	0·68	0·77	0·87	1·08	0·48	0·61
		2nd „	0·53	0·52	0·94	0·83	0·64	0·77	0·75	0·99	0·51	0·69
153a	Station staff . . . . . „	1st half	2·31	2·09	2·06	1·91	2·35	2·64	5·11	2·52	2·25	3·08
		2nd „	2·16	2·95	1·75	1·90	2·35	2·48	4·50	2·36	2·42	3·37
154a	Train staff . . . . „	1st half	0·91	0·36	0·67	0·59	0·84	(a) 0·80	0·80	0·64	1·37	0·59
		2nd „	0·92	0·43	0·61	0·63	0·81	(a) 0·75	0·76	0·70	1·29	0·60
155a	Fuel, lighting, water and general stores . . . . . „	1st half	0·46	0·48	0·56	0·59	0·45	0·61	0·61	0·64	0·49	0·71
		2nd „	0·45	0·60	0·46	0·61	0·54	0·61	0·62	0·39	0·66	0·92
156a	Clothing . . . . . „	1st half	0·05	0·01	0·09	0·02	0·04	0·07	0·06	0·04	0·02	0·11
		2nd „	0·03	0·01	0·02	0·02	0·11	0·04	0·05	0·13	0·08	0·10
157a	Printing, stationery and tickets . „	1st half	0·16	0·59	0·32	0·20	0·25	0·28	0·27	0·35	0·20	0·41
		2nd „	0·15	0·46	0·30	0·40	0·21	0·23	0·31	0·36	0·25	0·48
158a	Charges for delivery and collection of goods, etc. . . . . „	1st half	0·01	...	0·01	...	...	0·01	0·11	0·02	0·02	0·04
		2nd „	0·01	...	0·01	...	...	0·01	0·17	0·01	0·02	0·06
159a	Miscellaneous expenses . . „	1st half	0·03	0·39	0·02	0·02	...	...	0·06	...	0·01	0·01
		2nd „	0·03	—0·17	...	0·02	...	...	0·06	...	0·01	0·07
160a	Payments to other lines . „	1st half	0·06	...	0·49	0·42	0·09	0·20	...	0·16	0·07	0·21
		2nd „	0·06	0·43	0·43	0·66	0·08	0·26	...	0·11	0·06	0·19
161a	Other charges (net) . . . „	1st half	0·01	...	0·03	0·01	0·05	0·02	0·01	0·03	0·14	...
		2nd „	0·01	0·01	0·03	...	0·06	0·01	...	0·05	0·07	...
162a	Total traffic expenses . „	1st half	4·52	4·47	5·31	4·53	4·75	5·39	7·90	5·48	5·05	5·77
		2nd „	4·35	5·24	4·55	5·07	4·80	5·11	7·22	5·10	5·37	6·48
	PER CENT. ON TRAFFIC EARNINGS. (*Abstracts H and I of Revenue Accounts.*)											
152b	General superintendence (including office expenses)† . . . *Per cent.*	1st half	0·70	1·42	1·69	1·29	1·22	1·36	1·55	2·66	0·91	0·67
		2nd „	0·75	1·20	2·40	1·50	1·00	1·57	1·00	2·47	1·12	0·88
153b	Station staff . . . . . „	1st half	3·11	5·34	3·31	3·22	4·23	4·64	9·08	6·21	4·24	3·39
		2nd „	3·07	6·76	4·46	3·43	3·64	5·06	5·95	5·87	5·33	4·30
154b	Train staff . . . . . „	1st half	1·22	0·92	1·08	1·00	1·51	(a) 1·40	1·43	1·56	2·57	0·65
		2nd „	1·30	0·98	1·56	1·14	1·26	(a) 1·52	1·01	1·73	2·84	0·77
155b	Fuel, lighting, water and general stores . . . . . „	1st half	0·63	1·22	0·90	0·99	0·82	1·08	1·07	1·58	0·92	0·78
		2nd „	0·65	1·38	1·19	1·10	0·84	1·24	0·82	0·98	1·46	1·17
156b	Clothing . . . . . „	1st half	0·07	0·02	0·14	0·04	0·07	0·13	0·11	0·10	0·04	0·12
		2nd „	0·05	0·02	0·06	0·04	0·17	0·08	0·07	0·33	0·17	0·13
157b	Printing, stationery and tickets „	1st half	0·22	1·49	0·52	0·33	0·43	0·49	0·49	0·85	0·38	0·45
		2nd „	0·21	1·05	0·76	0·71	0·34	0·47	0·41	0·89	0·54	0·62
158b	Charges for delivery and collection of goods, etc. . . . . „	1st half	0·01	...	0 01	...	...	0·02	0·19	0·05	0·03	0·05
		2nd „	0·01	...	0·01	0·01	...	0·02	0·22	0·02	0·04	0·08
159b	Miscellaneous expenses . . „	1st half	0·04	0·99	0·03	0·04	...	...	0·11	0·01	0·02	0·01
		2nd „	0·05	—0·39	...	0·04	...	...	0·07	0·01	0·03	0·08
160b	Payments to other lines . . „	1st half	0·08	...	0·79	0·71	0·16	0·35	...	0·39	0·13	0·24
		2nd „	0·08	0·98	1·11	1·17	0·11	0·53	...	0·28	0·12	0·24
161b	Other charges (net) . . . „	1st half	0·01	0·01	0·05	0·01	0·10	0·04	0·01	0·06	0·26	...
		2nd „	0·01	0·01	0·07	0·01	0·09	0·03	...	0·10	0·16	...
162b	Total traffic expenses . . „	1st half	6·09	11·41	8·52	7·63	8·54	9·47	14·04	13·47	9·50	6·36
		2nd „	6·18	11·99	11·62	9·15	7·45	10·45	9·55	12·68	11·81	8·27
†	General superintendence per cent. on traffic earnings (including steam-boat) . . . *Per cent.*	1st half	0·69	1·42	1·69	1·29	1·22	1·36	1·54	2·58	0·91	0·67
		2nd „	0·74	1·20	2·40	1·50	1·00	1·57	0·96	2·41	1·12	0·88

(a) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

TRAFFIC EXPENSES. Half-years ended the 30th June and the 31st December 1897.

GAUGE.		METRE GAUGE.												
BY PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2′ 6″ gauge) branch.	LIV. Rohilkund and Kumaon railway system.	LXIX. Jodhpore-Bickaneer. Jodhpore section.	LXIX. Jodhpore-Bickaneer. Bickaneer section.	LXXI. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
0·87	0·81	0·60	0·81	0·59	0·48	1·41	0·69	0·94	0·94	0·69	0·65	0·99	1st half	152a
0·85	0·77	0·59	0·81	0·56	0·48	1·73	0·77	0·79	0·93	0·75	0·71	1·22	2nd ,,	
2·42	1·98	1·40	2·36	1·44	1·59	2·34	2·61	2·77	1·50	1·47	1·62	3·06	1st half	153a
2·35	1·89	1·44	2·13	1·45	1·59	3·21	2·64	2·09	1·57	1·40	1·29	2·95	2nd ,,	
0·65	0·75	0·48	0·66	0·48	0·38	0·73	0·72	0·48	0·46	0·19	0·19	0·38	1st half	154a
0·73	0·74	0·49	0·68	0·48	0·38	0·85	0·76	0·49	0·42	0·20	0·19	0·46	2nd ,,	
0·47	0·52	0·43	0·45	0·38	0·57	0·75	0·55	0·49	0·37	0·42	0·30	0·60	1st half	155a
0·48	0·49	0·43	0·53	0·51	0·58	0·78	0·56	0·47	0·38	0·37	0·27	0·51	2nd ,,	
0·07	0·05	0·02	0·10	0·09	0·04	0·01	0·08	0·03	0·05	...	...	0·03	1st half	156a
0·07	0·03	0·04	0·07	...	0·10	...	0·15	0·04	0·03	...	...	0·11	2nd ,,	
0·41	0·27	0·32	0·28	0·27	0·52	0·73	0·21	0·23	0·23	0·30	0·18	0·39	1st half	157a
0·44	0·28	0·35	0·31	0·31	0·57	1·04	0·21	0·23	0·38	0·30	0·21	0·43	2nd ,,	
0·02	...	0·13	...	...	...	...	...	...	...	...	...	...	1st half	158a
0·01	...	0·19	...	...	...	...	...	...	...	...	...	...	2nd ,,	
0·04	0·03	0·03	0·02	0·04	0·03	0·04	0·04	...	0·04	...	...	...	1st half	159a
0·03	0·05	0·05	0·02	0·03	0·02	0·06	0·03	0·02	0·04	0·01	0·01	0·01	2nd ,,	
0·09	0·36	0·01	0·18	0·20	0·07	...	...	...	0·48	0·10	...	0·18	1st half	160a
0·09	0·33	...	0·19	0·20	0·07	...	...	...	0·48	0·06	...	0·21	2nd ,,	
0·08	...	0·04	0·01	0·01	...	0·01	0·03	0·18	...	...	...	0·01	1st half	161a
0·05	...	0·23	0·01	...	...	0·01	0·03	0·18	...	...	...	0·01	2nd ,,	
5·12	4·77	3·46	4·87	3·50	3·68	6·02	4·93	5·12	4·07	3·17	2·94	5·64	1st half	162a
5·10	4·58	3·81	4·75	3·54	3·79	7·68	5·15	4·31	4·23	3·08	2·68	5·91	2nd ,,	
1·21	1·24	1·36	1·38	1·61	1·17	4·09	1·24	1·96	2·39	1·21	1 82	1·81	1st half	152b
1·27	1·19	1·00	1·47	1·62	1·24	3·90	1·88	1·47	2·58	1·52	2·23	2·40	2nd ,,	
3·36	3·03	3·15	4·01	3·91	3·86	6·77	4·70	5·77	3·85	2·60	4·47	5·60	1st half	153b
3·49	2·92	3·94	3·84	4·14	4·02	7·24	6·40	3·89	4·36	2·85	4·05	5·79	2nd ,,	
0·91	1·15	1·07	1·12	1·31	0·93	2·11	1·29	1·00	1·18	0·33	0·52	0·69	1st half	154b
1·09	1·14	1·34	1·22	1·38	0·95	1·92	1·85	0·91	1·15	0·41	0 59	0·91	2nd ,,	
0·66	0·79	0·97	0·77	1·04	1·38	2·18	1·00	1·03	0·95	0·75	0·83	1·10	1st half	155b
0·72	0·75	1·17	0·96	1·46	1·46	1·77	1·35	0·88	1·05	0·76	0·84	1·00	2nd ,,	
0·09	0·07	0·04	0·16	0·23	0·09	0·02	0·13	0·06	0·13	...	...	0·06	1st half	156b
0·10	0·04	0·10	0·13	0·01	0·24	0·01	0·36	0·06	0·09	...	...	0·21	2nd ,,	
0·59	0·41	0·71	0·47	0·73	1·26	2·11	0·38	0·47	0·59	0·54	0·50	0·72	1st half	157b
0·65	0·43	0·97	0·57	0·87	1·46	2·35	0·51	0·43	1·04	0·60	0·66	0·85	2nd ,,	
0·02	...	0·30	...	...	...	...	...	...	...	...	...	...	1st half	158b
0·02	...	0·51	...	...	...	...	...	...	...	...	...	...	2nd ,,	
0·05	0·04	0·06	0·03	0·09	0·07	0·11	0·07	0·01	0·11	...	...	...	1st half	159b
0·05	0·07	0·12	0·03	0·09	0·07	0·13	0·07	0·04	0·11	0·02	0·02	0·02	2nd ,,	
0·12	0·55	...	0·31	0·55	0·18	...	...	...	1·23	0·17	...	0·32	1st half	160b
0·14	0·52	...	0·34	0·58	0·17	...	...	...	1·33	0·11	...	0·41	2nd ,,	
0·11	...	0·10	0·01	0·01	—0·01	0·04	0·06	0·37	...	...	...	0·02	1st half	161b
0·07	...	0·63	0·02	0·01	—0·01	0·01	0·07	0·33	0·01	...	...	0·03	2nd ,,	
7·12	7·28	7·76	8·26	9·48	8·93	17·43	8·87	10·67	10·43	5·60	8·14	10·32	1st half	162b
7·60	7·06	10·38	8·58	10·16	9·60	17·33	12·49	8·01	11·72	6·27	8·39	11·62	2nd ,,	
1·21	1·24	1·21	1·38	1·61	1·17	4·09	1·24	1·95	2·39	1·21	1·82	1·81	1st half	†
1·27	1·19	1·45	1·47	1·62	1·24	3·90	1·87	1·32	2·58	1·52	2·22	2·40	2nd ,,	

APPENDIX

STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1897.

TABLE E.—GENERAL

STANDARD

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand, including the Cawnpore-Burhwalt (metre gauge link).	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked guaranteed com XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	PER TOTAL TRAIN-MILE.											
163a	Home expenditure . . *Annas*	1st half	(a)0·42	1·84	1.26	(a)1·23	0·09	0·13	0·21	...	0·16	0·31
		2nd „	(a)0·36	1·39	1·20	(a)1·26	...	...	...	...	0·17	0·31
164a	Agent's office—salaries and expenses „	1st half	0·13	0·92	0·56	0·41	0·22	0·33	0·40	0·64	0·17	0·23
		2nd „	0·14	0·78	0·46	0·45	0·19	0·31	0·31	0·67	0·18	0·21
165a	Audit, accounts, and pay office „ „	1st half	0·51	0·68	1·06	1·07	0·59	0·86	0·83	1·34	0·56	0·94
		2nd „	0·52	0·81	1·02	1·08	0·58	0·89	0·74	1·42	0·61	0·98
166a	Stores department „ „	1st half	0·21	0·05	0·26	0·32	0·16	0·20	0·07	0·45	0·18	0·36
		2nd „	0·21	0·08	0·23	0·32	0·18	0·20	0·07	0·39	0·19	0·45
167a	Medical „ „ „	1st half	0·13	0·09	0·25	0·14	0·11	0·15	0·20	0·24	0·11	0·17
		2nd „	0·14	0·09	0·23	0·14	0·11	0·15	0·16	0·25	0·12	0·20
168a	Rents and miscellaneous „ „	1st half	0·17	0·59	0·30	0·28	0·16	0·19	0·22	0·41	0·12	0·33
		2nd „	0·15	0·42	0·25	0·34	0·14	0·10	0·17	0·33	0·11	0·40
169a	Police . . . . . „	1st half	0·22	0·19	0·28	0·34	0·19	0·21	0·15	0·24	0·26	0·34
		2nd „	0·22	0·14	0·29	0·41	0·19	0·20	0·14	0·20	0·28	0·40
170a	Advertising . . . . . „	1st half	0·01	0·06	0·02	0·01	0·01	0·02	0·02	0·02	0·01	0·02
		2nd „	0·01	0·04	0·02	0·01	0·02	0·01	0·02	0·03	0·01	0·02
171a	Electric telegraph . . . „	1st half	0·56	0·58	1·12	0·80	0·68	0·77	0·90	1·29	0·61	0·62
		2nd „	0·55	0·51	1·06	0·84	0·65	0·76	0·80	1·15	0·64	0·75
172a	Other charges (net) . . . „	1st half	0·01	...	0·01	...	...	0·01	...	0·03	0·12	0·16
		2nd „	...	...	...	...	...	0·01	...	...	0·12	0·13
173a	Total general charges . . „	1st half	2·37	5·00	5·12	4·60	2·21	2·87	3·00	4·66	2·30	3·48
		2nd „	2·30	4·26	4·76	4·85	2·06	2·69	2·41	4·44	2·43	3·85
	PER CENT. ON TOTAL EARNINGS.											
163b	Home expenditure . . . *Per cent.*	1st half	(a)0·56	4·65	1·85	(a) 2·03	0·16	0·22	0·37	...	0·30	0·33
		2nd „	(a)0·50	2·82	2·75	(a) 2·22	...	...	...	...	0·36	0·39
164b	Agent's office—salaries and expenses „	1st half	0·17	2·33	0·82	0·68	0·39	0·56	0·71	1·37	0·31	0·25
		2nd „	0·19	1·60	1·04	0·80	0·29	0·57	0·45	1·53	0·40	0·26
165b	Audit, accounts, and pay office „ „	1st half	0·68	1·71	1·56	1·76	1·01	1·44	1·46	2·91	1·05	0·01
		2nd „	0·73	1·65	2·33	1·91	0·87	1·65	1·05	3·26	1·31	1·22
166b	Stores department „ „	1st half	0·28	0·13	0·37	0·53	0·28	0·33	0·13	0·96	0·33	0·38
		2nd „	0·29	0·17	0·54	0·57	0·27	0·37	0·11	0·89	0·41	0·56
167b	Medical „ „ „	1st half	0·18	0·22	0·37	0·23	0·19	0·25	0·34	0·51	0·21	0·18
		2nd „	0·20	0·18	0·52	0·25	0·17	0·28	0·23	0·58	0·26	0·24
168b	Rents and miscellaneous „ „	1st half	0·23	1·47	0·43	0·47	0·28	0·32	0·38	0·90	0·22	0·36
		2nd „	0·21	0·86	0·58	0·57	0·21	0·29	0·24	0·77	0·25	0·49
169b	Police . . . . . „	1st half	0·28	0·48	0·43	0·56	0·33	0·35	0·27	0·50	0·48	0·37
		2nd „	0·30	0·29	0·66	0·72	0·28	0·36	0·19	0·47	0·62	0·50
170b	Advertising . . . . . „	1st half	0·01	0·16	0·03	0·01	0·01	0·04	0·03	0·05	0·02	0·02
		2nd „	0·02	0·07	0·03	0·02	0·02	0·03	0·04	0·06	0·03	0·02
171b	Electric telegraph . . . „	1st half	0·74	1·47	1·66	1·32	1·18	1·29	1·59	2·76	1·13	0·68
		2nd „	0·77	1·04	2·43	1·47	1·00	1·42	1·13	2·66	1·39	0·93
172b	Other charges (net) . . . „	1st half	0·01	...	0·02	...	...	0·02	0·01	0·06	0·23	0·18
		2nd „	...	...	0·01	...	0·01	0·03	...	...	0·25	0·16
173b	Total general charges . . . „	1st half	3·14	12·62	7·54	7·59	3·83	4·82	5·29	10·02	4·28	3·76
		2nd „	3·21	8·68	10·89	8·53	3·12	5·00	3·44	10·22	5·28	4·77
	PER CENT. ON GROSS EARNINGS.										Table G.—Special and Miscellaneous	
174	Law charges . . . *Per cent.*	1st half	0·01	0·02	0·02	0·01	...	...	...	...	0·01	0·03
		2nd „	0·07	0·02	0·05	...	...	...	...	...	0·10	0·02
175	Compensation . . . . . „	1st half	0·04	...	0·02	0·08	0·02	0·06	0·69	0·03	0·05	0·18
		2nd „	0·08	...	0·01	0·10	0·05	0·02	0·47	0·02	0·03	0·76
176	Rates and taxes . . . . . „	1st half	0·18	0·37	0·01	...	0·04	0·03	0·24	0·22	0·16	0·17
		2nd „	0·16	0·19	0·01	0·04	0·03	0·05	0·15	0·08	0·20	0·24
177	Payments to other lines . . „	1st half	1·14	8·91	1·15	3·78	0·29	1·53	0·69	...	0·70	0·27
		2nd „	0·75	5·60	1·68	3·59	0·23	1·88	4·15	...	1·00	0·35
178	Other charges (net) . . . „	1st half	0·37	0·47	0·73	0·52	1·01	0·65	0·85	0·66	0·59	—0·23
		2nd „	0·11	0·50	0·85	1·93	0·74	0·72	0·60	0·82	0·39	0·17
179	Total special and miscellaneous expenses . . . . „	1st half	1·74	9·77	1·93	4·39	1·36	2·27	2·47	0·91	1·51	0·42
		2nd „	1·17	6·31	2·60	5·66	1·05	2·67	5·37	0·92	1·72	1·54

(a) Including cost of Government controlling establishment.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*concluded.*

CHARGES.

Half-years ended the 30th June and the 31st December 1897.

GAUGE.	METRE GAUGE.													
BY COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlia (2'6" gauge) branch.	LIV. Rohilkund and Kumaon railway system.	LXIX. Jodhpore-Bickaneer. Jodhpore section.	LXIX. Jodhpore-Bickaneer. Bickaneer section.	LXXI. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
0·44	1·31	(*a*)0·77	0·63	0·73	(*a*)0·80	2·44	0·62		(*a*)1·24	...	...	0·11	1st half .	163*a*
0·43	1·20	(*a*)0·73	0·65	0·76	(*a*)0·73	2·78	0·83		(*a*)1·27	...	...	0·14	2nd „ .	
0·40	0·41	0·16	0·16	0·20	0·22	1·17	0·47		0·48	...	...	0·82	1st half .	164*a*
0·36	0·40	0·15	0·16	0·21	0·20	1·32	0·51		0·53	...	...	1·01	2nd „ .	
0·87	1·41	0·73	0·72	0·63	0·62	2·29	0·65		1·02	0·86	0·60	1·28	1st half .	165*a*
0·89	1·16	0·75	0·72	0·63	0·63	3·32	0·76		1·15	0·75	0·54	1·68	2nd „ .	
0·15	0·26	0·08	0·27	0·16	0·15	0·59	0·22		0·26	0·15	0·14	0·26	1st half .	166*a*
0·13	0·24	0·08	0·27	0·16	0·17	0·48	0·24		0·29	0·16	0·15	0·35	2nd „ .	
0·18	0·28	0·09	0·18	0·13	0·13	0·51	0·14		0·10	0·07	0·04	0·32	1st half .	167*a*
0·18	0·28	0·10	0·18	0·13	0·12	0·56	0·14		0·13	0·09	0·04	0·38	2nd „ .	
0·14	0·49	0·23	0·14	0·19	0·17	0·22	0·16		0·35	0·03	0·15	0·33	1st half .	168*a*
0·11	0·39	0·24	0·18	0·16	0·20	0·86	0·22		0·33	0·04	0·15	0·36	2nd „ .	
0·24	0·56	0·26	0·42	0·47	0·18	0·29	0·15		0·43	0·02	0·10	0·62	1st half .	169*a*
0·23	0·62	0·24	0·39	0·46	0·20	0·48	0·14		0·48	0·06	0·09	0·94	2nd „ .	
0·04	0·02	0·01	...	0·01	0·02	0·05	0·04		0·01	...	...	0·01	1st half .	170*a*
0·04	0·01	0·01	0·01	0·01	0·03	0·04	0·01		0·03	...	...	0·03	2nd „ .	
0·89	0·65	0·71	1·02	0·81	0·53	1·26	0·77		0·78	0·60	0·53	0·95	1st half .	171*a*
0·83	0·63	0·71	1·03	0·84	0·52	1·71	0·85		0·90	0·64	0·64	1·26	2nd „ .	
0·25	...	...	...	0·01	0·01	...	0·01		...	...	...	...	1st half .	172*a*
0·23	...	...	...	0·01	...	...	...		...	...	...	...	2nd „ .	
3·60	5·39	3·04	3·54	3·34	2·83	8·82	3·23		4·67	1·73	1·56	4·70	1st half .	173*a*
3·43	4·93	3·01	3·59	3·37	2·80	11·55	3·70		5·11	1·74	1·61	0·15	2nd „ .	
0·60	1·96	(*a*)1·47	1·05	1·94	(*a*)1·89	6·86	1·09	Included with the standard gauge.	(*a*)2·85	...	...	0·19	1st half .	163*b*
0·63	1·81	(*a*)1·74	1·15	2·14	(*a*)1·77	6·11	1·99		(*a*)3·08	...	...	0·28	2nd „ .	
0·55	0·61	0·30	0·26	0·54	0·53	3·30	0·84		1·09	...	...	1·46	1st half .	164*b*
0·52	0·60	0·37	0·28	0·59	0·48	2·92	1·22		1·29	...	...	1·92	2nd „ .	
1·19	2·12	1·38	1·18	1·68	1·46	6·46	1·15		2·31	1·50	1·50	2·28	1st half .	165*b*
1·29	1·76	1·80	1·28	1·78	1·52	7·30	1·84		2·81	1·49	1·50	3·19	2nd „ .	
0·20	0·39	0·16	0·45	0·42	0·36	1·66	0·39		0·60	0·26	0·36	0·46	1st half .	166*b*
0·19	0·37	0·20	0·47	0·47	0·42	1·05	0·56		0·71	0·32	0·42	0·66	2nd „ .	
0·25	0·42	0·17	0·29	0·34	0·31	1·43	0·24		0·23	0·12	0·09	0·58	1st half .	167*b*
0·26	0·43	0·24	0·31	0·36	0·30	1·23	0·33		0·32	0·18	0·12	0·73	2nd „ .	
0·20	0·74	0·45	0·23	0·51	0·42	0·60	0·29		0·79	0·06	0·38	0·60	1st half .	168*b*
0·16	0·59	0·55	0·31	0·46	0·47	0·91	0·49		0·82	0·08	0·41	0·69	2nd „ .	
0·32	0·84	0·50	0·70	1·25	0·44	0·81	0·27		0·99	0·03	0·26	1·11	1st half .	169*b*
0·33	0·93	0·59	0·68	1·29	0·47	1·06	0·33		1·17	0·12	0·26	1·80	2nd „ .	
0·05	0·03	0·02	0·01	0·02	0·05	0·15	0·07		0·03	...	...	0·01	1st half .	170*b*
0·06	0·01	0·02	0·02	0·04	0·09	0·08	0·04		0·06	...	...	0·05	2nd „ .	
1·21	0·98	1·34	1·69	2·14	1·26	3·56	1·37		1·80	1·03	1·33	1·68	1st half .	171*b*
1·21	0·95	1·71	1·82	2·36	1·26	3·76	2·04		2·18	1·27	1·79	2·40	2nd „ .	
0·35	...	...	...	0·01	0·01	...	0·01		...	...	...	...	1st half .	172*b*
0·34	...	0·01	0·01	0·02	...	...	0·01		...	...	...	...	2nd „ .	
4·92	8·09	5·79	5·86	8·85	6·73	24·83	5·72		10·69	3·00	3·92	8·37	1st half .	173*b*
4·99	7·45	7·23	6·33	9·51	6·78	25·42	8·85		12·44	3·46	4·50	11·72	2nd „ .	
Expenses														
0·04	0·04	0·03	...	0·04	0·04	0·05	...		0·07	...	...	0·04	1st half .	174
0·02	0·03	0·11	0·02	0·01	0·01	0·01	...		0·06	...	...	0·07	2nd „ .	
0·02	0·05	0·04	0·18	0·05	0·06	...	0·03		0·03	0·01	0·01	0·14	1st half .	175
0·03	...	0·08	0·16	0·17	0·03	0·81	0·05		0·16	0·01	0·02	0·04	2nd „ .	
0·15	...	0·05	...	0·09	0·15	...	0·31		0·02	...	...	...	1st half .	176
0·20	0·03	0·07	0·01	0·09	0·34	0·43	0·40		0·04	...	...	...	2nd „ .	
...	0·71	0·12	0·04	0·18	0·18	...	...		0·10	1·38	1·09	0·11	1st half .	177
...	0·64	0·13	0·02	0·21	0·14	...	...		0·19	1·02	0·74	0·17	2nd „ .	
0·87	0·54	1·81	0·69	0·29	0·34	0·66	0·60		7·87	0·20	0·29	1·08	1st half .	178
0·48	0·61	2·39	0·68	0·81	0·36	0·81	0·73		8·59	0·28	0·24	1·17	2nd „ .	
1·08	1·34	2·05	0·91	0·65	0·77	0·71	0·94		8·09	1·59	1·39	1·37	1st half .	179
0·73	1·31	2·78	0·89	1·29	0·86	2·06	1·18		9·04	1·31	1·00	1·45	2nd „ .	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1897. EXTRACT FROM TABLES PRINTED

STANDARD

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XI. North Western railway system, excluding military lines.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal.	XVI. East Coast.	Lines worked by TEED COM XVIII. Great Indian Peninsula railway system.	XIX. Bombay, Baroda and Central India railway system.
	FROM APPENDIX I.											
180	Average number of locomotives on the line . . . . . *No.*	1st half	629	22	112	121	468	154	89	52	605	164
		2nd „	629	23	111	125	462	154	104	50	605	162
181	Average miles run per locomotive per diem . . . . . *Miles*	1st half	70·19	52·10	46·93	47·66	50·89	49·92	78·27	60·12	48·41	60·60
		2nd „	68·81	62·18	51·63	42·41	54·26	48·17	76·45	65·28	45·04	50·39
	lbs. coal per engine-mile (coal-burning engines)—											
182	Coaching . . . . . *lbs.*	1st half										46·01
		2nd „										38·94
183	Goods . . . . . „	1st half	52·02	53·81	44·03	44·32	37·66	34·29	35·59	48·59	37·00	53·13
		2nd „	49·51	42·38	40·77	41·71	38·55	32·23	32·86	36·32	38·00	53·78
184	Mixed . . . . . „	1st half										68·32
		2nd „										42·57
	lbs. wood per engine-mile (wood-burning engines)—											
185	Coaching . . . . . *lbs.*	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...
186	Goods . . . . . „	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...
187	Mixed . . . . . „	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—											
188	Coaching . . . . . *Tons*	1st half	173·08	115·74	174·45	137·31	208·29	203·12	159·64	211·37	150·86	155·95
		2nd „	170·47	158·74	125·62	133·51	215·71	173·83	176·00	167·05	145·30	154·12
189	Goods . . . . . „	1st half	431·23	231·48	372·65	354·77	280·62	283·44	319·74	185·63	261·52	436·08
		2nd „	416·88	285·73	306·69	324·34	297·13	278·28	469 81	160·81	252·74	428·79
190	Mixed . . . . . „	1st half	228·18	178·87	292·70	269·47	262·43	271·33	209·98	244·52	...	176·21
		2nd „	234·04	338·65	260·06	259·80	243·91	231·54	232·47	236·67	...	168·55
	Average through speed of trains—											
191	Coaching . . . . *Miles per hour*	1st half	(*a*) 24·26	18·00	21·81	24·32	22·20	23·28	18·26	14·87	23·34	20·74
		2nd „	(*b*) 20·00	18·00	27·32	26·61	22·35	25·55	18·26	14·27	23·16	20·61
192	Goods . . . . „	1st half	12·23	8·00	10·44	11·36	11·79	7·39	12·15	10·57	11·17	9·59
		2nd „	(*c*) 11·00	12·00	10·52	11·37	12·12	6·48	12·15	10·57	10·73	9·96
193	Mixed . . . . „	1st half	16·42	13·00	15·96	15·16	14·68	12·00	13·76	14·87	15·11	15·12
		2nd „	18·06	14·00	17·26	16·45	14·78	13·47	13·76	14·27	14·33	15·38
	FROM APPENDIX II.											
194	Average mileage *per diem* of coaching vehicles, including brakes . *Miles*	1st half	228,358	10,978	35,992	37,322	162,948	53,356	40,654	26,077	158,200	62,812
		2nd „	227,607	11,930	41,073	38,485	181,368	54,762	41,173	27,249	146,266	58,269
195	Goods ditto ditto . „	1st half	717,172	4,503	85,145	80,009	293,100	96,656	59,288	23,741	334,182	148,898
		2nd „	670,375	13,621	61,270	60,832	312,569	73,445	108,211	26,199	276,195	102,175
	Average lead of passengers . *Miles*	1st half	59·15	23·06	57·71	72·24	51·42(*d*)	46·51	26·72	41·29	37·65	21·93
		2nd „	63·33	24·37	47·27	76·38	54·53(*d*)	44·86	26·38	42·88	35·05	19·18
	Average lead of goods „	1st half	211·89	46 90	105·03	200·08	128·50(*d*)	90·89	107·49	94·69	218·83	126·02
		2nd „	208·44	75·13	90·98	168·61	136·10(*d*)	91·70	80·54	103·00	224·43	139·86
	Total tonnage of goods lifted *Tons*	1st half	4,045,517	69,912	779,963	329,855	2,388,363(*d*)	915,436	451,933	260,230	1,253,800	1,145,848
		2nd „	3,698,298	106,962	636,395	290,015	2,165,775(*d*)	666,100	1,046,618	257,092	1,017,632	702,706

(*a*) Mail and passenger trains.
(*b*) Passenger trains. The average through speed of mail trains is 33·30 miles per hour.
(*c*) The through speed of express goods trains is 17·00 miles per hour.
(*d*) Entire system.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

AS APPENDICES TO THE ANALYSES. Half-years ended the 30th June and the 31st December 1897.

GAUGE.		METRE GAUGE.												
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XX. Madras railway system.	XXXII. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western railway system.	XLI. Rajputana-Malwa railway system.	XLIII. Southern Mahratta railway system.	XLVI. South Indian railway system.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia Dharlia (2′6″ gauge) branch.	LIV. Rohilkund and Kumaon railway system.	LXIX. Jodhpore-Bickaneer.		LXXI. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
										Jodhpore section.	Bickaneer section.			
166	50	107	443	196	200	36	142	79	26	17		31	1st half .	180
166	50	106	428	199	203	29	139	86	26	17		33	2nd „ .	
51·12	55·81	61·27	38·14	63·54	58·77	42·86	66·02	69·10	64·16	69·73		62·21	1st half .	181
52·93	57·45	62·52	37·86	60·21	57·16	38·49	61·48	68·06	54·36	60·59		46·96	2nd „ .	
	38·79		28·80		22·61		32·57		…				1st half .	182
	44·37		28·18		21·68		27·10		…				2nd „ .	
43·92	58·80	23·98	29·72	29·88	20·21	33·50	27·61	24·91	…	27·37	27·39	29·11	1st half .	183
42·10	63·16	22·38	27·96	30·75	21·11	32·74	22·98	22·34	…	23·53	23·53	27·43	2nd „ .	
	58·76		19·16		23·33		35·53		…				1st half .	184
	58·93		19·11		21·75		29·57		…				2nd „ .	
…	…	…	…	…	…	…	…	…	…	…	…	…	1st half .	185
…	…	…	…	…	…	…	…	…	…	…	…	…	2nd „ .	
…	…	…	…	…	…	…	…	…	…	…	…	…	1st half .	186
…	…	…	…	…	…	…	…	…	…	…	…	…	2nd „ .	
…	…	…	…	…	…	…	…	…	53·98	…	…	…	1st half .	187
…	…	…	…	…	…	…	…	…	48·83	…	…	…	2nd „ .	
148·15	128·74	220·73	100·87	104·02	76·95	85·79	144·20	94·65	(f)	88·70	98·87	64·04	1st half .	188
138·41	130·01	126·02	105·76	97·08	72·57	213·48	117·68	106·43	(f)	90·99	98·07	68·29	2nd „ .	
314·50	329·94	200·69	211·30	274·64	111·48	162·69	192·49	196·71	(f)	154·02	147·76	156·40	1st half .	189
296·24	333·13	185·71	209·64	270·26	99·47	156·47	145·39	122·03	(f)	136·60	122·44	168·13	2nd „ .	
302·33	311·45	181·46	125·32	209·76	174·98	147·44	175·02	124·98	(f)	129·07	107·64	126·39	1st half .	190
288·05	348·44	146·70	127·87	196·91	189·73	193·56	155·76	202·64	(f)	112·70	94·07	127·25	2nd „ .	
19·72	21·19	…	18·73	16·31	18·00	…	16·23	17·45	…	…	…	20·51	1st half .	191
19·95	22·86	16·30	18·73	16·31	18·00	…	16·23	17·45	…	…	…	20·51	2nd „ .	
12·19	10·77	11·00	9·51	8·30	9·50	…	11·02	11·17	9·92	10·12	12·62	10·93	1st half .	192
12·38	11·11	11·00	9·51	8·30	9·50	…	11·02	11·17	11·42	10·08	11·56	10·93	2nd „ .	
13·31	13·06	12·15	14·12	12·81	12·00	10·61	13·70	12·90	12·20	12·23	14·01	12·29	1st half .	193
10·80	13·84	12·15	14·12	12·81	12·00	11·75	13·70	12·90	13·48	12·05	14·01	12·29	2nd „ .	
52,841	13,160	49,033	131,829	73,506	106,024	10,325	80,444	40,916	12,451	8,520	803	17,197	1st half .	194
50,461	13,611	51,036	130,327	64,997	104,703	10,593	80,951	41,562	12,142	8,703	827	15,703	2nd „ .	
104,227	49,244	104,557	240,571	171,006	89,252	17,126	147,738	62,515	20,639	15,396	1,938	24,821	1st half .	195
104,961	50,445	91,733	230,096	165,008	86,055	12,205	101,615	77,466	14,754	9,142	1,466	15,011	2nd „ .	
29·23	49·27	33·85	47·84	38·68	(e)33·42	33·19	31·67	33·10	34·79	57·27	35·12	34·31	1st half .	
30·51	48·90	32·82	47·90	37·62	(e)31·90	32·68	26·70	32·63	32·97	57·29	35·58	33·12	2nd „	
108·04	137·29	117·56	171·89	186·26	(e)62·87	53·60	106·32	133·63	65·42	112·02	42·32	64·32	1st half .	
105·52	131·09	99·19	204·10	182·63	(e)62·41	45·65	105·05	90·41	64·41	100·62	51·02	55·90	2nd „ .	
740,063	356,746	535,458	949,553	543,531	(e)696,279	159,600	694,875	235,208	136,571	66,715	20,909	164,362	1st half	
735,250	416,231	395,583	728,194	521,266	(e)745,733	178,900	453,358	368,443	99,720	42,523	13,743	116,757	2nd „	

(e) Excluding the Pondicherry railway.
(f) Information not furnished.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1897. EXTRACT FROM TABLE PRINTED

STANDARD

Progressive number.	Headings.	1897.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nagpur.	IV. Indian Midland only.	State lines worked by the State. XI. North Western railway system.	XIII. Oudh and Rohilkhand.	XIV. Eastern Bengal only.	XVI. East Coast.	Lines worked by guaranteed companies. XVIII. Great Indian Peninsula only.	XIX. Bombay, Baroda and Central India only.	XX. Madras railway system. (g)
	FROM APPENDIX V.												
	Average age of sleepers—												
196	Wood . . *Years*	1st half	9·85	(b)12·00	(b) 4·80	14·50	(b) 7·65	6·20	10·00	(b) 3·02	(e)	(f) 9·63	(h) 7·73
		2nd „	10·08	(b)11·99	(b) 5·28	15·00	(b) 6·84	6·66	9·50	(b) 3·50	(e)	(f) 9·23	(h) 8·01
197	Iron . . „	1st half	(a) 8·54	...	(c) 7·40	8·50	11·47	(d) 15·26	8·00	(c) 3·51	(e)	15·09	25·82
		2nd „	(a) 8·75	...	(c) 7·90	9·00	11·94	(d) 15·42	6·50	(c) 4·00	(e)	14·88	26·22
	Percentage of removals—												
198	Wood . . *Per cent.*	1st half	3·72	(b)3·26	(b) 12·16	7·11	(b) 3·80	0·69	7·62	(b) 0·31	7·97	(f) 5·30	(h) 3·15
		2nd „	3·03	(b)3·55	(b) 0·17	10·20	(b) 1·22	0·97	4·16	(b) 0·65	7·32	(f) 5·86	(h) 2·47
199	Iron . . . „	1st half	(a) 2·72	...	(c) 0·08	0·02	1·20	(d) 1·57	0·81	(c) 1·09	0·60	0·21	0·28
		2nd „	(a) 2·28	...	(c) 0·01	0·02	0·75	(d) 1·95	2·13	(c) 0·15	0·94	0·93	0·19

(a) Average age and percentage of removals of "Denham-Olpherts'" iron sleepers only.
(b) Excluding longitudinal sleepers.
(c) Steel sleepers.
(d) Total iron and steel sleepers.

A—*concluded.*

RAILWAYS—(Part II)—*concluded.*

AS APPENDIX TO THE ANALYSES—*concluded.* Half-years ended the 30th June and the 31st December 1897.

GAUGE.	METRE GAUGE.														
LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1897.	Progressive number.
XXXII. The Nizam's Guaranteed State railway system.	XXXIX. Bengal and North-Western.		XLI. Rajputana-Malwa only.	XLIII. Southern Mahratta railway system.	XLVI. South Indian only.	XLVIII. Assam-Bengal.	XLIX. Burma.	L. Eastern Bengal, including the Kaunia-Dharlla (2′ 6″ gauge) branch.	LIV. Rohilkund and Kumaon railway system.	LXIX. Jodhpore-Bickaneer.		LXXI. Bhávnagar Gondal-Junágad Porbandar railway system.		
	Tirhoot section.	Company's section.								Jodhpore section.	Bickaneer section.			
17·50	12·19	7·39	(b) 11·00	(b) 10·00	(b) 12·51	1·67	(b) 10·82	(b) 11·50	7·75	(e)	5·50	7·21	1st half	196
18·00	12·47	6·63	(b) 11·00	(b) 10·50	(b) 12·65	3·00	(b) 11·19	(b) 12·00	8·06	(e)	6·00	7·91	2nd ,,	
(d) 14·50	13·92	...	(d) 12·50	(d) 9·50	(i) 11·51	...	...	(d) 11·00	...	(c) 6·50	(c) 5·50	(c) 7·25	1st half	197
(d) 15·00	14·42	...	(d) 13·00	(d) 10·00	(i) 11·88	...	...	(d) 11·50	...	(c) 7·00	(c) 6·00	(c) 7·75	2nd ,,	
1·34	3·86	14·61	(b) 2·51	(b) 1·70	(b) 5·33	...	(b) 1·05	(b) 2·50	1·97	(e)	...	0·96	1st half	198
2·29	1·69	14·31	(b) 2·77	(b) 1·23	(b) 6·61	0·02	(b) 0·94	(b) 1·62	1·44	(e)	...	0·60	2nd ,,	
(d) 0·17	0·03	...	(d) 3·81	(d) 0·39	(i) 0·47	...	...	(d) 0·26	...	...	...	(c) 0·01	1st half	199
(d) 1·29	0·04	...	(d) 0·25	(d) 0·52	(i) 0·05	...	...	(d) 0·08	...	...	...	...	2nd ,,	

(e) Information not furnished.
(f) Excluding Adam's No. 2 creosoted sleepers.
(g) Excluding the Madras-Ennúr section (Bezwáda-Madras).
(h) Excluding creosoted pine sleepers.
(i) Excluding Denham-Olpherts' cast iron sleepers.

APPENDIX

Statement showing the general results of working of the

Classification Number.	Railway.	MEAN MILEAGE WORKED, INCLUDING FOREIGN LINES WORKED OVER—MILES.					EARN			
							COACHING—RUPEES.			
		1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.
	STANDARD GAUGE.									
I	East Indian . .	1,819	1,858	1,905	1,919	1,923 (a)	1,76,28,455	1,81,50,604	1,85,46,434	1,88,18,457
II	Bengal Central . .	125	125	125	125	125	5,61,256	5,75,485	5,91,052	5,99,037
III	Bengal-Nágpur .	860	862	862	862	862	13,34,341	13,21,106	15,21,190	15,94,951
IV	Indian Midland .	754	754	819	942	945 (a)	20,69,217	20,82,077	21,37,837	24,02,340
XI	North Western State	2,449	2,452	2,636	2,741	3,037 (b)	95,52,843	99,67,109	1,20,60,626	1,14,46,387
XIII	Oudh and Rohilkhand State.	703	773	797	799	878 (c)	39,08,783	39,41,317	40,37,093	37,75,106
XIV	Eastern Bengal State	249	248	249	250	253	24,05,548	25,00,876	27,62,311	28,63,389
XVI	East Coast State .	81	287	396	484	534 (d)	1,96,261	8,72,534	10,53,485	13,04,361
XVIII	Great Indian Peninsula	1,490	1,490	1,490	1,490	1,491 (a)	92,35,087	93,72,943	97,99,477	96,19,496
XIX	Bombay, Baroda and Central India.	461	461	461	461	461	49,55,714	49,87,143	53,43,524	56,33,398
XX	Madras . . .	839	839	839	839	839	39,84,581	41,18,367	47,44,822	45,82,105
XXXII	The Nizam's Guaranteed State.	433	355	355	355	355 (e)	10,08,982	8,87,505	9,11,303	9,44,018
	METRE GAUGE.									
XXXIX	Bengal and North-Western—									
	Tirhoot section .	756	756	756	761	816	20,83,487	22,31,219	23,59,924	22,21,280
	Company's section									
XLI	Rajputana-Malwa .	1,674	1,674	1,674	1,674	1,674	66,35,953	69,56,738	75,04,864	71,48,038
XLIII	Southern Mahratta .	1,512	1,556	1,556	1,556	1,556 (a)	31,33,087	32,91,550	36,39,471	36,00,019
XLVI	South Indian . .	1,049	1,041	1,042	1,042	1,042	41,63,708	42,85,626	46,57,225	47,35,156
XLVIII	Assam-Bengal (f) .	...	...	65	169	301	...	...	92,374	3,86,076
XLIX	Burma . . .	725	732	763	872	886	37,31,619	33,04,584	35,48,016	39,09,034
L	Eastern Bengal State—									
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	530	564	564	564	564	18,79,662	22,56,802	23,10,039	23,58,773
	Dacca section . .									
LIV	Rohilkund and Kumaon (Company's section)(g)	275	279	282	279	279	5,34,481	5,41,969	5,48,528	5,24,075
LXIX	Jodhpore-Bickaneer—									
	Jodhpore section .	306	320	320	320	320	3,35,496	4,55,497	5,04,146	5,15,654
	Bickaneer section .	43	43	43	43	43	31,366	36,837	39,192	42,544
LXXI	Bhávnagar-Gondal-Junágad-Porbandar.	334	334	334	334	334	10,18,599	9,47,804	9,64,905	9,84,044

B.

principal railways during the years 1893-1897.

INGS.							
	Goods—Rupees.					Classification Number.	Remarks.
1897.	1893.	1894.	1895.	1896.	1897.		
(a) 1,83,68,990	3,29,70,439	3,53,55,879	3,64,66,569	3,59,23,207	(a) 4,13,20,747	I	(a) Including branch lines worked.
6,72,030	2,13,664	2,34,814	3,46,123	3,24,590	3,86,189	II	
13,95,906	46,08,305	48,09,555	47,50,331	42,64,420	42,32,727	III	(b) Including branch lines worked, but excluding 6·12 miles used for military traffic only.
(a) 23,93,364	27,53,420	35,50,228	26,94,105	33,01,409	(a) 39,14,737	IV	
(a) 1,28,29,073	1,91,19,245	2,13,94,215	2,38,50,060	1,84,31,260	(a) 2,00,56,123	XI	(c) Including the Cawnpore-Burhwal railway (metre gauge link).
(c) 36,80,238	44,53,397	63,49,657	60,58,237	45,50,297	(c) 42,66,408	XIII	(d) Including 2·66 miles (laid on the mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·33 mile (metre gauge), which is worked over only by the Southern Mahratta railway.
27,83,550	42,08,750	50,46,115	53,74,400	56,06,271	57,21,060	XIV	
14,36,460	87,910	4,68,994	7,68,063	10,01,400	11,35,154	XVI	
(a) 77,89,154	2,92,03,680	2,65,38,784	2,36,07,088	2,43,89,684	(a) 2,02,93,641	XVIII	(e) Including branch line worked, also 3·10 miles worked over twice by each train, but excluding 2·19 miles used for military traffic only.
43,44,591	98,91,624	1,05,81,899	1,19,18,571	1,01,87,587	95,45,841	XIX	
45,37,518	63,03,468	59,85,131	62,81,644	60,82,372	66,89,163	XX	(f) The results shown for 1897 are abnormal, owing chiefly to the undeveloped state of traffic on the line, and to the fact that certain portions of the open sections damaged by the earthquake in June 1897 had to be temporarily closed during the year. This remark applies to all the entries relating to 1897 in the subsequent pages.
(a) 8,81,461	19,29,927	23,06,463	24,20,470	24,33,498	(a) 28,24,280	XXXII	
23,36,747	25,86,872	26,87,731	26,70,014	28,73,143	28,29,311	XXXIX	(g) Including the Lucknow-Bareilly section. This remark applies to all the entries relating to 1897 in the subsequent pages.
61,34,208	1,55,92,268	1,75,02,774	1,55,00,469	1,21,31,353	1,18,84,987	XLI	
(a) 30,57,058	45,76,731	45,50,018	49,99,717	53,83,823	(a) 61,72,555	XLIII	
49,61,965	37,76,548	36,32,040	41,59,010	40,84,045	39,19,250	XLVI	
5,39,843	...	...	1,15,506	2,17,236	4,24,389	XLVIII	
43,68,232	28,35,103	28,13,488	30,93,930	35,47,852	41,76,612	XLIX	
21,47,004	26,81,621	29,41,748	31,12,194	33,79,199	31,49,460	L	
5,42,444	4,88,684	7,54,782	5,74,855	5,99,521	5,65,948	LIV	
4,81,902	4,25,939	6,11,452	4,54,682	6,30,535	6,19,542	LXIX	
38,862	27,566	35,560	38,681	67,695	66,902		
8,51,723	9,57,818	8,53,638	9,38,267	9,47,005	9,00,077	LXXI	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	EARNINGS							
		STEAM-BOAT SERVICE—RUPEES.					SUNDRIES, INCLUDING ELECTRIC		
		1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.
	STANDARD GAUGE.								
I	East Indian	1,02,161	1,15,210	1,22,572	1,56,690	1,51,326	5,76,031	7,11,478	7,69,426
II	Bengal Central	...	...	...	...	...	8,609	9,880	10,216
III	Bengal-Nágpur	...	...	...	...	...	4,75,105	5,59,987	6,03,219
IV	Indian Midland	...	...	...	...	...	2,29,813	1,31,581	1,71,156
XI	North Western State	61,060	66,118	74,442	62,697	46,036	5,35,584	8,86,655	7,74,295
XIII	Oudh and Rohilkhand State.	...	...	...	...	...	3,53,747	2,27,862	1,99,549
XIV	Eastern Bengal State	2,15,857	3,57,398	1,92,629	20,430	23,824	2,39,330	4,67,454	2,63,697
XVI	East Coast State	7,930	22,518	42,987	43,612	66,744	5,022	1,16,632	39,716
XVIII	Great Indian Peninsula	...	...	...	...	...	3,74,974	3,62,569	3,83,628
XIX	Bombay, Baroda and Central India.	...	...	...	...	...	2,48,707	3,79,442	2,90,972
XX	Madras	...	...	...	...	...	2,16,387	2,17,514	1,81,941
XXXII	The Nizam's Guaranteed State.	...	...	...	...	...	1,22,696	62,917	79,535
	METRE GAUGE.								
XXXIX	Bengal and North-Western—								
	Tirhoot section	4,41,095	4,35,658	4,34,774	4,69,662	5,81,873	1,83,921	2,04,939	1,95,967
	Company's section								
XLI	Rajputana-Malwa	...	...	...	...	...	3,42,464	3,82,027	4,35,248
XLIII	Southern Mahratta	...	...	...	...	...	1,10,220	1,45,879	1,98,840
XLVI	South Indian	...	...	...	...	...	1,70,173	1,11,520	98,712
XLVIII	Assam-Bengal	...	...	...	...	...	...	...	6,546
XLIX	Burma	24,372	48,062	6,553	28,990	21,385	1,31,413	1,21,220	62,563
L	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	3,47,260	3,80,412	4,38,495	4,92,900	4,71,183	73,119	64,921	55,974
	Dacca section								
LIV	Rohilkund and Kumaon (Company's section)	...	...	...	...	...	1,31,621	1,34,832	1,07,055
LXIX	Jodhpore-Bickaneer—								
	Jodhpore section	...	...	...	...	...	20,332	14,207	15,910
	Bickaneer section	...	...	...	...	...	7,793	7,876	8,665
LXXI	Bhávnagar-Gondal-Junágad-Porbandar.	...	...	...	...	...	53,512	38,845	49,049

B—*continued.*

principal railways during the years 1893-1897—continued.

—*concluded.*

TELEGRAPH—RUPEES.		TOTAL—RUPEES.					Classification Number.	REMARKS.
1896.	1897.	1893.	1894.	1895.	1896.	1897.		
8,03,869	(a) 8,72,925	5,12,77,086	5,43,33,171	5,59,05,001	5,57,02,223	(a) 6,07,13,988	I	(a) Including branch lines worked.
9,639	79,980	7,83,529	8,20,179	9,47,391	9,33,266	11,38,199	II	
5,09,154	5,71,676	64,17,751	66,90,648	68,74,740	63,68,525	62,00,309	III	(b) Including the Cawnpore-Burhwal railway (metre gauge link).
1,33,509	(a) 1,39,756	50,52,450	57,63,886	50,03,098	58,37,258	(a) 64,47,857	IV	
6,86,735	(a) 10,03,450	2,92,68,732	3,23,14,097	3,67,05,423	3,06,27,079	(a) 3,39,34,682	XI	
3,71,673	5,69,209	87,15,927	1,05,18,836	1,02,94,879	86,97,076	(b) 85,15,855	XIII	
3,03,062	4,06,955	70,69,485	83,71,843	85,93,037	87,93,152	89,35,389	XIV	
56,050	2,18,930	2,97,123	14,80,678	19,04,251	24,05,423	28,57,288	XVI	
4,10,449	(a) 3,49,607	3,88,13,741	3,62,74,296	3,37,90,193	3,44,19,629	(a) 2,84,32,402	XVIII	
3,82,947	3,70,861	1,50,96,045	1,59,48,484	1,75,53,067	1,62,03,932	1,42,61,293	XIX	
2,15,774	2,38,633	1,05,05,036	1,03,21,012	1,12,08,407	1,08,80,251	1,14,65,314	XX	
80,336	(a) 71,413	30,61,605	32,56,885	34,11,308	34,57,844	(a) 37,77,154	XXXII	
2,22,982	2,45,895	52,95,375	55,59,547	56,60,679	57,87,067	59,93,826	XXXIX	
4,46,586	4,55,163	2,25,70,685	2,48,41,539	2,34,40,581	1,97,25,977	1,84,74,358	XLI	
1,79,138	(a) 1,78,647	78,20,038	79,87,447	88,38,028	91,62,980	(a) 94,08,260	XLIII	
1,26,380	3,00,194	81,10,429	80,29,186	89,14,947	89,45,581	91,81,409	XLVI	
15,474	26,408	...	...	2,14,426	6,18,786	9,90,640	XLVIII	
1,22,683	1,10,175	67,22,507	62,87,354	67,11,062	76,08,559	86,76,404	XLIX	
57,647	59,197	49,81,662	56,43,883	59,16,702	62,88,519	58,26,844	L	
1,30,908	1,42,700	11,54,786	14,31,583	12,30,438	12,54,504	12,51,092	LIV	
18,276	21,214	8,31,765	10,81,156	9,74,738	1,64,465	11,22,658	LXIX	
10,488	11,246	66,725	80,273	86,538	1,20,727	1,17,010		
49,827	69,840	20,29,929	18,40,287	19,52,221	19,80,876	18,21,640	LXXI	

APPENDIX

Statement showing the general results of working of the

EXPEN

Classification Number.	RAILWAY.	MAINTENANCE, PER MILE OF TRACK, INCLUDING SIDINGS—RUPEES.					LOCOMOTIVE.								
							Total, per train-mile—Annas.					Cost of fuel, per train-mile—			
		1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.
	STANDARD GAUGE.														
I	East Indian . .	1,482	1,738	1,723	1,681	(a) 1,571	6·74	6·44	6·75	6·90	(a) 5·95	0·71	0·73	0·91	0·83
II	Bengal Central . .	682	769	734	1,027	1,076	5·84	5·57	6·37	6·01	5·54	...	...	...	...
III	Bengal-Nágpur . .	965	1,163	906	928	840	8·65	8·34	8·92	10·28	7·96	1·22	1·06	1·40	1·35
IV	Indian Midland .	882	999	772	653	(a) 644	10·65	10·37	10·95	11·56	(a) 11·70	3·85	3·47	3·37	3·93
XI	North Western State	2,313	2,168	1,835	1,709	(a) 1,621	12·01	11·82	12·34	11·89	(a) 11·79	4·89	4·79	5·12	4·49
XIII	Oudh and Rohilkhand State.	1,366	1,656	1,840	1,398	(b) 1,353	6·66	6·92	7·15	7·20	(c) 9·53	2·62	2·88	2·81	2·75
XIV	Eastern Bengal State .	1,653	1,831	1,499	1,760	1,774	6·99	6·53	6·80	7·16	9·09	2·02	1·84	2·13	2·28
XVI	East Coast State .	...	1,080	782	871	687	10·43	14·50	13·42	11·79	11·10	3·80	4·81	3·79	3·51
XVIII	Great Indian Peninsula.	2,373	2,289	2,051	2,131	(a) 2,066	12·62	13·02	13·63	13·05	(a) 12·27	3·70	3·77	3·67	3·90
XIX	Bombay, Baroda and Central India.	1,923	2,068	2,355	3,491	4,049	12·98	14·85	16·39	17·26	16·05	4·01	5·59	6·52	6·92
XX	Madras . . .	1,003	1,151	1,164	1,249	1,219	12·22	12·16	12·94	13·56	13·13	4·43	4·67	4·93	5·61
XXXII	The Nizam's Guaranteed State.	1,029	1,341	1,358	1,307	(a) 1,430	9·24	9·41	9·87	9·23	(a) 8·36	2·00	1·96	2·00	1·96
	METRE GAUGE.														
XXXIX	Bengal and North-Western—														
	Tirhoot section .	595	697	695	797	809	4·87	4·43	4·39	4·69	4·13	1·54	1·26	1·38	1·55
	Company's section														
XLI	Rajputana-Malwa .	814	813	848	895	984	9·47	8·96	10·18	10·29	9·81	3·82	3·87	4·16	4·07
XLIII	Southern Mahratta .	669	812	767	688	(a) 698	8·82	8·76	8·58	7·71	(a) 7·42	2·95	2·47	2·42	2·32
XLVI	South Indian . .	1,086	896	955	915	960	9·05	8·81	8·96	8·54	7·84	3·70	3·65	3·86	3·75
XLVIII	Assam-Bengal . .	...	...	327	725	758	...	...	6·40	9·19	8·35	...	...	2·91	4·28
XLIX	Burma . . .	1,899	1,371	1,155	1,253	1,205	9·98	9·78	10·36	9·28	8·75	3·47	3·09	3·82	3·39
L	Eastern Bengal State—														
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	1,059	791	934	843	962	5·46	5·45	5·34	5·87	5·62	Included with the Eastern			
	Dacca section .														
LIV	Rohilkund and Kumaon (Company's section) . . .	510	706	536	621	586	5·00	5·73	6·21	5·74	5·08	2·10	2·22	2·41	1·61
LXIX	Jodhpore-Bickaneer—														
	Jodhpore section .	412	323	357	361	244	8·88	9·00	8·04	8·16	7·59	4·74	4·79	4·37	4·49
	Bickaneer section .	228	253	221	230	238	9·54	8·66	7·83	8·01	7·35	4·75	4·55	4·19	4·33
LXXI	Bhávnagar-Gondal-Junágad-Porbandar.	1,162	1,042	1,084	661	678	8·15	7·82	7·99	8·64	8·95	3·44	3·38	3·72	3·90

B—*continued.*

principal railways during the years 1893-1897—continued.

DITURE.

Annas.	Repairs of engines and of machinery, tools and plant, per train-mile—Annas.					Carriage and wagon. Total, per train-mile—Annas.					Repairs of stock and of machinery, tools and plant, per train-mile—Annas.					Classification Number.	Remarks.
1897.	1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.		
(a) 0·82	1·87	1·91	1·86	2·12	(a) 1·32	1·91	2·00	2·11	2·23	(a) 2·15	1·62	1·70	1·82	1·93	(a) 1·80	I	(a) Including branch lines worked.
2·28	...	...	...	...	1·73	2·68	2·44	2·24	2·16	0·81	...	...	...	...	0·43	II	(b) Including the Cawnpore-Burhwal railway (metre gauge link).
1·14	1·84	1·98	2·09	2·90	1·99	2·43	2·02	2·64	2·58	2·44	1·63	1·25	1·81	1·66	1·51	III	
(a) 4·06	1·82	1·77	2·27	2·55	(a) 2·63	2·66	2·53	2·89	2·63	(a) 2·68	1·96	1·83	2·10	1·93	(a) 1·95	IV	(c) Excluding the Cawnpore-Burhwal railway (metre gauge link).
(a) 4·62	2·54	2·59	2·49	2·57	(a) 2·59	3·31	3·65	2·75	3·03	(a) 2·13	2·70	3·01	2·13	2·28	(a) 1·50	XI	(d) Including the metre and special gauge sections of the undertaking.
(c) 3·02	1·17	1·15	1·24	1·33	(c) 3·28	2·08	3·22	3·51	4·33	(c) 4·85	1·63	2·83	3·06	3·74	(c) 4·24	XIII	
(d) 1·92	1·38	1·34	1·30	1·39	(d) 2·56	3·37	3·65	2·86	2·95	2·08	1·86	1·96	1·64	1·78	(d) 1·69	XIV	
3·19	1·10	2·43	3·10	2·16	2·73	1·28	1·72	1·54	1·35	1·64	0·41	0·68	0·63	0·53	0·85	XVI	
(a) 3·53	2·66	2·89	3·04	3·26	(a) 3·09	3·10	3·00	2·94	2·84	(a) 4·04	2·18	2·18	1·97	1·96	(a) 2·83	XVIII	
(a) 6·59	2·60	3·04	3·26	3·80	(a) 3·33	4·36	3·78	3·56	3·80	6·07	3·08	2·47	2·40	2·55	(a) 4·47	XIX	
(a) 5·47	3·37	3·13	3·42	3·32	(a) 3·17	3·04	4·53	3·74	3·97	3·72	2·21	3·18	2·72	2·94	(a) 2·76	XX	
(a) 2·16	2·17	2·31	2·52	2·35	(a) 1·85	2·43	2·34	3·17	2·26	(a) 2·08	1·79	1·71	2·42	1·51	(a) 1·34	XXXII	
1·32	0·81	0·83	0·78	0·89	0·79	1·29	1·19	1·39	1·59	1·24	0·86	0·77	1·01	1·18	0·77	XXXIX	
(a) 4·08	2·03	1·66	1·86	2·14	(a) 2·24	2·32	2·25	2·45	2·84	2·65	1·68	1·68	1·80	1·97	(a) 1·87	XLI	
(a) 2·32	2·13	2·34	2·35	1·75	(a) 1·41	1·59	1·88	2·02	1·74	(a) 1·50	1·16	1·43	1·57	1·34	(a) 1·14	XLIII	
(a) 3·39	2·36	2·10	1·84	1·63	(a) 1·50	2·76	3·13	2·87	2·62	2·30	2·36	2·59	2·37	2·17	(a) 1·88	XLVI	
3·58	...	...	0·39	0·63	0·61	...	...	1·09	1·92	0·96	...	...	0·43	0·96	0·48	XLVIII	
2·97	1·89	1·90	1·89	1·57	1·73	3·25	3·35	2·77	2·68	2·24	2·26	2·37	1·91	1·96	1·64	XLIX	
Bengal State railway (standard gauge).						1·54	1·42	1·55	1·81	1·69	Included with the Eastern Bengal State railway (standard gauge).					L	
1·49	0·93	1·16	1·17	1·67	1·22	1·22	1·48	1·87	2·06	1·49	0·73	0·97	1·27	1·40	0·91	LIV	
4·06	1·71	2·02	1·36	1·35	1·19	1·13	0·68	2·19	1·21	1·09	0·81	0·40	1·82	0·87	0·73	LXIX	
3·90	1·73	1·93	1·32	1·29	1·14	1·07	0·65	2·57	1·20	1·03	0·81	0·38	2·22	0·85	0·67		
(a) 4·21	1·59	1·50	1·39	2·03	(a) 1·72	1·46	1·57	1·47	1·45	1·65	0·99	1·09	0·98	0·95	(a) 1·21	LXXI	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	TRAFFIC, PER CENT. ON TRAFFIC EARNINGS.					GENERAL, PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					EXPEN STEAM-		
		1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.
	STANDARD GAUGE.													
I	East Indian . .	5·82	5·75	5·82	6·20	6·13 (a)	3·65	3·54	3·29	3·37	3·18 (a)	68,138	86,613	1,19,479
II	Bengal Central . .	13·61	13·49	13·76	12·60	11·74	13·27	13·12	12·35	11·90	10·26	...	...	...
III	Bengal-Nágpur . .	8·04	8·18	8·55	9·24	9·81	9·60	9·41	9·60	9·23	8·95	...	...	...
IV	Indian Midland .	9·62	8·71	10·01	8·66	8·34 (a)	9·62	8·80	10·22	8·79	8·03 (a)	...	...	...
XI	North Western State .	8·82	7·82	7·76	9·00	8·55 (a)	4·12	3·73	3·46	4·03	3·84 (a)	70,388	84,621	75,958
XIII	Oudh and Rohilkhand State.	8·24	7·43	7·94	9·18	9·92 (b)	4·42	3·85	4·07	4·93	4·90	...	...	...
XIV	Eastern Bengal State	11·40	10·58	9·94	10·35	11·23	4·25	3·75	3·48	3·47	4·05	2,91,246	2,84,015	1,83,392
XVI	East Coast State	19·36	17·60	13·38	12·92	13·06	12·63	9·16	8·77	8·86	10·36	13,005	37,306	1,11,219
XVIII	Great Indian Peninsula	8·07	8·66	8·79	8·56	10·53 (a)	3·40	3·85	4·05	3·82	4·78 (a)	...	...	...
XIX	Bombay, Baroda and Central India.	6·09	5·74	5·68	6·32	7·06	3·69	3·61	3·17	3·49	4·01	...	...	...
XX	Madras . . .	8·75	8·61	7·54	8·08	7·36	5·35	5·48	5·12	5·29	4·95	...	...	...
XXXII	The Nizam's Guaranteed State.	8·21	7·31	7·48	7·70	7·17 (b)	9·43	9·01	9·11	8·86	7·76 (a)	...	...	...
	METRE GAUGE.													
XXXIX	Bengal and North-Western—													
	Tirhoot section .	8·86	8·94	8·75	8·69	8·96	8·02	7·98	8·02	7·40	7·12	2,20,949	1,85,621	2,09,757
	Company's section													
XLI	Rajputana-Malwa .	6·77	6·31	6·62	7·66	8·42	5·26	5·01	5·00	5·75	6·09	...	...	...
XLIII	Southern Mahratta .	9·78	10·64	10·00	10·09	9·81 (a)	9·87	10·17	9·20	8·92	9·16 (a)	...	...	...
XLVI	South Indian . .	8·45	8·79	8·26	8·81	9·27	7·28	7·32	7·13	7·11	6·75	...	...	...
XLVIII	Assam-Bengal . .	...	...	22·22	18·24	17·38	...	...	24·64	21·82	25·11	...	...	...
XLIX	Burma . . .	11·05	11·53	10·70	11·00	10·34	6·09	6·41	6·15	6·71	7·01	73,011	71,955	62,036
L	Eastern Bengal State—													
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	9·50	9·00	8·75	8·62	9·20	5·28	4·70	4·59	4·43	4·82	2,99,738	3,01,645	3,42,727
	Dacca section . .													
LIV	Rohilkund and Kumaon (Company's section) .	11·21	10·22	11·18	10·33	11·01	11·97	10·70	12·50	12·54	11·48	...	...	...
LXIX	Jodhpore-Bickaneer—													
	Jodhpore section .	6·45	5·29	6·05	5·45	5·89	4·06	3·39	3·57	3·14	3·20	...	...	...
	Bickaneer section .	9·66	8·33	8·40	7·27	8·24	5·52	4·75	4·65	3·86	4·17	...	...	...
LXXI	Bhávnagar-Gondal-Junágad-Porbandar.	9·16	10·46	10·15	9·71	11·11	8·19	9·66	9·38	9·34	9·60	...	...	...

B—*continued.*

principal railways during the years 1893-1897—continued.

DITURE—*concluded.*

BOAT—RUPEES.		MISCELLANEOUS (EXCLUDING RENT OF LEASED LINES BUT INCLUDING CONTRIBUTION TO PROVIDENT FUND) PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					Classification Number.	REMARKS.
1896.	1897.	1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.		
1,65,329	1,50,511	1·93	2·57	2·36	1·87	2·23 (a)	1,54,58,275	1,70,54,983	1,76,73,006	1,80,80,741	1,82,39,840 (a)	I	(a) Including branch lines worked, but excluding charges incurred direct by the States in the cases of the Indian Midland, the Great Indian Peninsula and the Nizam's Guaranteed State railways. (b) Including the Cawnpore-Burhwal railway (metre gauge link).
...	...	1·11	2·18	2·24	4·61	7·69	4,68,537	4,99,686	5,48,582	5,86,534	6,48,513	II	
...	...	1·31	2·16	1·95	2·45	2·21	31,55,531	34,32,234	33,33,297	34,40,656	32,20,750	III	
...	...	5·38	4·71	5·55	5·22	4·99 (a)	31,69,078	33,55,491	31,79,429	33,88,464	36,09,698 (a)	IV	
50,558	44,525	1·06	1·03	1·07	1·22	1·19 (a)	1,94,56,758	1,94,71,361	1,96,00,048	1,81,95,951	1,84,89,843	XI	
...	...	0·98	1·96	1·43	1·21	2·46	36,98,874	47,82,697	50,38,932	43,46,169	48,19,077 (b)	XIII	
31,956	1,19,137	0·78	2·24	1·84	4·68	6·00	30,92,012	33,76,299	30,91,134	34,94,009	41,53,270	XIV	
1,21,817	1,04,454	0·01	2·05	1·36	1·30	0·94	2,51,639	13,29,757	15,75,066	18,75,718	19,88,318	XVI	
...	...	2·23	1·91	1·65	1·61	1·60 (a)	2,02,76,687	1,94,67,235	1,84,87,539	1,84,65,125	1,86,39,901 (a)	XVIII	
...	...	1·45	1·51	1·87	1·47	1·38	55,18,002	58,77,510	66,16,004	73,03,070	77,91,151	XIX	
...	...	0·81	1·39	0·95	0·78	0·90	50,83,294	53,73,149	53,39,193	54,94,960	54,63,125	XX	
...	...	0·75	0·86	1·08	0·75	1·33 (a)	14,82,934	15,63,587	17,39,039	16,56,592	17,57,576 (a)	XXXII	
1,98,162	2,21,525	2·65	1·98	2·19	2·28	2·63	22,87,448	23,23,359	24,02,854	25,44,821	26,24,173	XXXIX	
...	...	0·82	0·67	0·67	0·74	0·90	92,81,585	94,87,375	94,45,319	87,49,250	86,09,937	XLI	
...	...	0·79	0·88	1·06	1·14	1·18 (a)	46,66,658	52,49,852	52,97,126	51,94,203	53,65,638 (a)	XLIII	
...	...	0·80	0·79	0·69	0·87	0·82	49,56,950	47,36,624	50,03,651	49,10,208	48,66,690	XLVI	
...	...	...	...	0·01	1·27	1·35	...	...	2,22,473	5,85,547	9,18,426	XLVIII	
83,390	41,312	0·86	1·05	1·15	1·14	1·04	44,80,015	39,64,026	40,08,706	46,22,808	47,93,729	XLIX	
3,76,178	3,23,319	0·97	1·24	0·93	1·44	1·55	23,23,997	22,85,868	24,44,131	25,85,376	25,41,970	L	
...	...	6·98	5·81	7·13	9·08	8·72	6,95,820	8,19,089	7,62,775	7,96,375	7,42,997	LIV	
...	...	0·12	1·02	0·58	1·64	1·46	3,97,870	4,11,783	4,05,492	4,26,192	3,77,859	LXIX	
...	...	0·24	0·16	0·19	1·47	1·23	40,990	39,826	41,442	45,345	51,506		
...	...	1·52	—0·71	1·40	1·48	1·44	11,41,221	10,48,953	11,31,002	9,91,604	10,02,560	LXXI	

APPENDIX

Statement showing the general results of working of the

RESULTS EXCLUSIVE OF

Classification Number.	RAILWAY.	GROSS EARNINGS, PER TRAIN-MILE—RUPEES.					EXPENDITURE, PER TRAIN-MILE—RUPEES.					NET EARNINGS, PER TRAIN-MILE—RUPEES.				
		1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.
	STANDARD GAUGE.															
I	East Indian	5·00	4·97	4·85	4·63	4·59 (a)	1·50	1·55	1·52	1·49	1·37 (a)	3·50	3·42	3·33	3·14	3·22 (a)
II	Bengal Central	2·64	2·62	2·92	2·86	2·80	1·58	1·63	1·69	1·80	1·60	1·06	1·05	1·23	1·06	1·20
III	Bengal-Nágpur	4·21	4·16	4·38	4·05	3·45	2·07	2·13	2·12	2·19	1·79	2·14	2·03	2·26	1·86	1·66
IV	Indian Midland	3·47	3·71	3·54	3·64	3·67 (a)	2·18	2·16	2·25	2·11	2·05 (a)	1·29	1·55	1·29	1·53	1·62 (a)
XI	North Western State	3·33	3·52	3·79	3·62	3·72 (a)	2·21	2·12	2·02	2·15	2·03 (a)	1·12	1·40	1·77	1·47	1·69 (a)
XIII	Oudh and Rohilkhand State	3·31	3·43	3·45	3·57	3·71 (c)	1·41	1·56	1·69	1·78	2·10 (c)	1·90	1·87	1·76	1·79	1·61 (c)
XIV	Eastern Bengal State	4·23	4·69	4·85	4·82	4·39	1·73	1·81	1·68	1·90	1·99	2·50	2·88	3·17	2·92	2·40
XVI	East Coast State	1·66	2·79	2·58	2·64	2·80	1·37	2·47	2·03	1·96	1·85	0·29	0·32	0·55	0·68	0·95
XVIII	Great Indian Peninsula	3·92	3·95	3·86	3·82	3·13 (a)	2·05	2·12	2·11	2·05	2·04 (a)	1·87	1·83	1·75	1·77	1·09 (a)
XIX	Bombay, Baroda and Central India.	6·21	6·47	6·72	6·57	5·86	2·27	2·39	2·53	2·96	3·20	3·94	4·08	4·19	3·61	2·66
XX	Madras	3·97	4·10	4·41	4·39	4·44	1·92	2·13	2·10	2·22	2·12	2·05	1·97	2·31	2·17	2·32
XXXII	The Nizam's Guaranteed State.	4·51	4·84	4·49	4·45	4·15 (a)	2·19	2·33	2·29	2·13	1·93 (a)	2·32	2·51	2·20	2·32	2·22 (a)
	METRE GAUGE.															
XXXIX	Bengal and North-Western—															
	Tirhoot section	2·98	3·03	3·01	2·97	2·66	1·27	1·27	1·26	1·31	1·01	1·71	1·76	1·75	1·66	1·65
	Company's section															
XLI	Rajputana-Malwa	3·44	3·50	3·73	3·74	3·68	1·41	1·34	1·50	1·66	1·72	2·03	2·16	2·23	2·08	1·96
XLIII	Southern Mahratta	2·58	2·47	2·64	2·47	2·28 (a)	1·54	1·62	1·58	1·40	1·30 (a)	1·04	0·85	1·06	1·07	0·98 (a)
XLVI	South Indian	2·53	2·55	2·68	2·66	2·62	1·55	1·50	1·50	1·46	1·39	0·98	1·05	1·18	1·20	1·23
XLVIII	Assam-Bengal	...	...	1·34	2·34	2·48	...	...	1·39	2·21	2·30	...	...	—0·05	0·13	0·18
XLIX	Burma	3·45	3·32	3·34	3·06	3·08	2·27	2·07	1·97	1·83	1·69	1·18	1·25	1·37	1·23	1·39
L	Eastern Bengal State—															
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	3·13	3·29	3·29	3·38	3·22	1·04	1·24	1·26	1·29	1·34	2·09	2·05	2·03	2·09	1·88
	Dacca section															
LIV	Rohilkund and Kumaon (Company's section)	2·17	2·69	2·64	2·72	2·65	1·31	1·54	1·64	1·73	1·58	0·86	1·15	1·00	0·99	1·07
LIX	Jodhpore-Bickaneer—															
	Jodhpore section	2·88	3·25	3·29	3·61	3·38	1·37	1·24	1·37	1·32	1·14	1·51	2·01	1·92	2·29	2·24
	Bickaneer section	2·07	2·51	2·70	3·36	2·37	1·27	1·25	1·29	1·26	1·04	0·80	1·26	1·41	2·10	1·33
LXXI	Bhávnagar-Gondal-Junágad-Porbandar.	3·54	3·45	3·50	3·59	3·36	1·99	1·97	2·03	1·80	1·85	1·55	1·48	1·47	1·79	1·51

B—*continued.*

principal railways during the years 1893-1897—continued.

STEAM-BOAT SERVICE. Average gross earnings, per mean mile worked per week—Rupees.					Capital expended on open line, inclusive of rolling-stock and steam-boat, but excluding suspensé—Rupees.					Classification Number.	Remarks.
1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.		
541	561	563	557	(a) 606	37,80,23,518	38,43,34,517	38,91,42,569	39,20,49,543	(a) & (b) 39,68,13,553	I	
121	126	146	144	175	99,93,462	1,00,62,819	1,00,96,721	1,01,65,840	1,14,10,112	II	(a) Including branch lines worked.
144	149	153	142	138	9,49,30,443	9,53,27,024	9,59,72,969	9,71,96,278	9,75,83,884	III	
129	147	117	119	(a) 131	9,20,25,869	9,34,14,815	10,52,69,332	10,62,22,667	(a) 10,71,57,074	IV	(b) Including ₹5,76,918 on account of interest on capital during construction.
229	253	267	214	(a) 215	41,25,49,345	41,39,01,642	42,46,27,139	46,37,55,633	(a) 48,99,06,146	XI	(c) Including the Cawnpore-Burhwal railway (metre-gauge link).
239	262	248	209	(c) 187	9,31,68,289	10,06,10,377	10,21,25,180	10,27,69,446	(c) 10,55,54,415	XIII	(d) Including the State outlay on the Pátri branch (₹8,08,405).
529	621	649	676	678	5,74,37,088	5,77,10,480	5,88,60,111	6,10,84,868	6,46,77,563	XIV	(e) Including ₹10,90,014 on account of interest on capital during construction.
68	98	90	94	100	1,70,47,026	3,06,57,378	4,44,94,250	5,27,63,247	5,50,07,179	XVI	(f) Including ₹41,029 on account of interest on capital during construction.
501	468	436	444	(a) 367	28,99,93,213	29,08,99,653	29,18,77,161	29,26,05,041	(a) 29,29,55,207	XVIII	
630	665	732	676	595	9,46,52,623	9,58,99,760	9,81,81,804	10,06,62,406	(d) 10,35,28,164	XIX	
241	237	257	249	263	11,74,85,956	11,77,41,334	11,81,25,872	11,86,28,231	11,91,64,446	XX	
136	177	185	187	(a) 205	5,03,64,158	4,10,00,224	4,12,06,123	4,15,10,112	(a) 4,18,73,581	XXXII	
123	130	133	134	128	2,46,18,894 2,79,27,906	2,47,54,385 2,81,51,325	2,53,21,347 2,86,22,717	2,55,63,264 2,87,61,784	2,57,76,136 (e) 3,00,99,424	XXXIX	
259	285	269	227	212	12,65,57,851	12,72,94,046	12,77,45,036	12,84,50,702	12,87,20,729	XLI	
99	99	109	113	(a) 116	11,85,84,972	11,91,42,140	11,99,29,774	12,03,84,404	(a) 12,11,03,165	XLIII	
149	148	165	165	169	7,30,26,233	7,37,84,917	7,39,64,242	7,40,91,954	7,42,48,486	XLVI	
...	...	64	70	63	...	...	93,38,954	2,38,45,322	3,36,22,400	XLVIII	
178	164	169	167	188	6,20,95,477	6,32,79,885	7,17,83,898	7,56,51,511	7,63,23,023	XLIX	
168	179	187	197	183	4,62,61,960	4,64,34,760	4,67,08,500	4,68,88,112	4,76,56,136	L	
81	99	84	86	86	1,02,97,951	1,04,96,009	1,05,61,875	1,08,19,634	(f) 1,09,87,531	LIV	
52	65	58	70	67	64,24,467	64,22,872	64,06,374	64,55,244	64,62,678	LXIX	
30	35	38	53	52	9,65,771	9,69,407	9,70,535	9,73,294	9,73,473		
117	106	113	114	105	1,68,84,906	1,69,79,643	1,72,31,178	1,73,09,863	1,73,63,263	LXXI	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	NET EARNINGS—RUPEES.				
		1893.	1894.	1895.	1896.	1897.
	STANDARD GAUGE.					
I	East Indian	3,58,18,811	3,72,78,188	3,82,31,995	3,76,21,482	(a) 4,24,74,148
II	Bengal Central	3,14,992	3,20,493	3,98,809	3,46,732	4,89,686
III	Bengal-Nágpur	32,62,220	32,58,414	35,41,443	29,27,869	29,79,559
IV	Indian Midland	18,83,372	24,08,395	18,23,669	24,48,794	(a) 28,38,159
XI	North Western State	98,11,974	1,28,42,736	1,71,05,375	1,24,31,128	(a) 1,54,44,839
XIII	Oudh and Rohilkhand State	50,17,053	57,36,139	52,55,947	43,50,907	(b) 36,96,778
XIV	Eastern Bengal State	39,77,473	49,95,544	55,01,903	52,99,143	47,82,119
XVI	East Coast State	45,484	1,50,921	3,29,185	5,29,705	8,68,970
XVIII	Great Indian Peninsula	1,85,37,054	1,68,07,061	1,53,02,654	1,59,54,504	(a) 97,92,501
XIX	Bombay, Baroda and Central India	95,78,043	1,00,70,974	1,09,37,063	89,00,862	64,70,142
XX	Madras	54,21,742	49,47,863	58,69,214	53,85,291	60,02,189
XXXII	The Nizam's Guaranteed State	15,78,671	16,93,298	16,72,269	18,01,252	(a) 20,19,578
	METRE GAUGE.					
XXXIX	Bengal and North-Western—					
	Tirhoot section	30,07,927	32,36,188	32,57,825	32,42,246	33,69,653
	Company's section					
XLI	Rajputana-Málwa	1,32,89,100	1,53,54,164	1,39,95,262	1,09,76,727	98,64,421
XLIII	Southern Mahratta	31,53,380	27,37,595	35,40,902	39,68,777	(a) 40,42,622
XLVI	South Indian	31,35,465	32,92,562	39,11,296	40,35,373	43,14,719
XLVIII	Assam-Bengal	...	...	—8,047	33,239	72,214
XLIX	Burma	22,42,492	23,23,328	27,02,356	29,85,751	38,82,675
L	Eastern Bengal State—					
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	26,57,665	33,58,015	34,72,571	37,03,143	32,84,874
	Dacca section					
LIV	Rohilkund and Kumaon (Company's section)	4,58,966	6,12,491	4,67,663	4,58,129	5,08,095
LXIX	Jodhpore-Bickaneer—					
	Jodhpore section	4,33,895	6,69,373	5,69,246	7,38,273	7,44,799
	Bickaneer section	25,735	40,447	45,096	75,382	65,504
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	8,88,708	7,91,334	21,219	9,89,272	8,19,080

B—*concluded.*

principal railways during the years 1893-1897—concluded.

Percentage of working expenses on gross earnings.					Per cent. of net earnings per annum on capital expenditure on open line, including steam-boat, but excluding suspense.					Classification Number.	Remarks.
1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.		
30·15	31·39	31·61	32·46	(a) 30·04	9·48	9·70	9·82	9·60	(a) 10·70	I	(a) Including branch lines worked.
59·80	60·92	57·90	62·85	56·98	3·15	3·18	3·95	3·41	4·29	II	(b) Including the Cawnpore-Burhwal railway (metre gauge link).
49·17	51·30	48·48	54·03	51·94	3·44	3·42	3·69	3·01	3·05	III	(c) Based on outlay excluding expenditure on quarry and dock estates lines.
62·72	58·22	63·55	58·05	(a) 55·98	2·05	2·58	1·73	2·30	(a) 2·05	IV	
66·48	60·26	53·40	59·41	(a) 54·49	2·38	3·10	4·03	2·68	(a) 3·15	XI	
42·44	45·47	48·95	49·97	56·59	5·38	5·70	5·15	4·23	(b) 3·50	XIII	
43·74	40·33	35·97	39·74	46·48	6·93	8·66	9·35	8·67	7·39	XIV	
84·69	89·81	82·71	77·98	69·59	0·27	0·49	0·74	1·00	1·58	XVI	
52·24	53·67	54·71	53·65	(a) 65·56	6·39	5·78	5·24	5·45	(a) 3·34	XVIII	
36·55	36·85	37·69	45·07	54·63	10·12	10·50	11·14	8·84	6·25	XIX	
48·39	52·06	47·64	50·50	47·65	4·62	4·20	4·97	4·54	5·04	XX	
48·44	48·01	50·98	47·91	(a) 46·53	3·13	4·13	4·06	4·34	(a) 4·82	XXXII	
43·20	41·79	42·45	43·97	43·78	5·72	6·12	6·04	5·97	6·03	XXXIX	
41·12	38·19	40·29	44·35	46·60	10·50	12·06	10·96	8·55	7·66	XLI	
59·68	65·73	59·94	56·69	(a) 57·03	2·66	2·30	2·95	3·30	(a) 3·34	XLIII	
61·12	58·99	56·13	54·89	53·00	4·29	4·46	5·29	5·45	5·81	XLV	
...	...	103·75	94·63	92·71	...	...	...	0·14	0·21	XLVIII	
66·64	63·05	59·73	60·76	55·25	3·61	3·67	3·76	3·95	5·09	XLIX	
46·65	40·50	41·31	41·11	43·63	5·74	7·23	7·43	7·90	6·89	L	
60·26	57·22	61·99	63·16	59·39	4·46	5·84	4·43	4·23	4·62	LIV	
47·83	38·09	41·60	36·60	33·66	6·75	10·42	8·89	11·44	11·52	LXIX	
61·43	49·61	47·89	37·56	44·02	2·66	4·17	4·65	7·75	6·73		
56·22	57·00	57·93	50·06	55·04	5·26	4·66	4·77	5·72	(c) 4·72	LXXI	

APPEN

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, and

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost.			Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
										Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.		
	STANDARD GAUGE.	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	State lines worked by companies.													
I	East Indian . .	1,705·09	1,738·16	31·75	37,86,97,580	2,22,098	5,86,76,688	1,71,84,042	4,14,92,646	15·49	4·54	10·95	649	29·29
II	Bengal Central . .	125·01	125·01	14·20	1,14,10,112	91,274	11,38,199	6,48,513	4,89,686	9·97	5·68	4·29	175	56·98
III	Bengal-Nágpur .	860·88	862·33	9·27	9,75,83,884	1,13,354	62,00,309	32,20,750	29,79,559	6·35	3·30	3·05	138	51·94
IV	Indian Midland . .	679·56	702·17	10·21	8,74,02,136	1,28,616	54,89,540	30,82,974	24,06,566	6·28	3·53	2·75	150	56·16
V	Bhopal-Itársi (British section) . .	13·11	13·11	15·23	22,97,134	1,75,220	1,52,215	91,080	61,135	6·62	3·96	2·66	223	59·84
VI	Godhra-Rutlam-Nágdá	140·91	140·91	3·74	1,74,56,261	1,23,882	10,73,390	7,73,098	3,00,292	6·15	4·43	1·72	146	72·02
VII	Wardha Coal . .	44·88	(a)	21·66	49,96,325	1,11,326	(b) 59,880	(c) 1,350	58,530	...	...	1·17	...	...
VIII	Dhond-Manmád .	145·44	(a)	19·74	1,13,94,462	78,345	(b) 2,93,576	(c) 12,304	2,81,272	...	...	2·47	...	...
IX	Bezwada extension (East Coast State) .	20·58	(d)	8·89	14,95,418	72,664	(b) 80,808	(c) 24,163	56,645	...	...	3·79	...	...
X	Madras-Ennúr section (Bezwada-Madras) .	8·45	8·45	1·86	5,92,618	70,132	63,874	40,366	23,508	10·78	6·81	3·97	145	63·20
	State lines worked by the State.	(e)	(f)							(g)	(g)			
XI	North Western .	2,817·02	2,813·13	16·66	45,62,90,468	1,61,976	3,28,82,897	1,78,72,591	1,50,10,306	7·19	3·92	3·27	225	54·35
XII	Hyderabad-Shadipalli	58·91	58·91	5·37	18,10,890	30,739	2,05,182	1,45,769	59,413	11·33	8·05	3·28	67	71·04
XIII	Oudh and Rohilkhand (h) . .	891·97	878·09	18·26	10,55,54,415	1,18,340	85,15,855	48,19,077	36,96,778	8·05	4·56	3·49	185	56·39
XIV	Eastern Bengal . .	253·49	252·62	27·52	6,29,63,770	2,48,388	89,11,565	40,34,133	48,77,432	14·15	6·41	7·74	678	45·27
XV	Calcutta Port Commissioners' . .	8·53	8·53	16·09	70,57,005	8,27,316	3,93,528	2,44,820	1,48,708	5·57	3·47	2·10	887	62·21
XVI	East Coast . .	(i) 538·78	(j) 534·03	3·52	5,45,20,684	1,01,193	27,90,544	18,83,864	9,06,680	5·12	3·46	1·66	100	67·51
	Lines worked by guaranteed companies.		(k)							(l)	(l)			
XVIII	Great Indian Peninsula	1,288·00	1,491·31	33·33	27,55,96,212	2,13,972	2,84,32,402	1,90,38,005	93,94,397	9·71	6·50	3·21	367	66·96
XIX	Bombay, Baroda and Central India . .	460·90	460·90	31·34	10,35,28,164	2,24,622	1,42,61,293	77,91,151	64,70,142	13·78	7·53	6·25	595	54·63
XX	Madras . . .	839·23	839·23	33·70	11,91,64,446	1,41,994	1,14,65,313	54,63,126	60,02,187	9·62	4·59	5·03	263	47·65
	Assisted companies.				(m)									
XXI	Delhi-Umballa-Kalka	162·24	162·24	6·80	1,54,18,198	95,033	15,73,318	7,55,193	8,18,125	10·20	4·90	5·30	186	48·00
XXII	Tarkessur . . .	22·23	22·23	13·00	17,57,160	79,045	3,12,657	1,50,094	1,62,563	17·79	8·54	9·25	270	48·01
XXIII	Southern Punjab (Delhi-Samásata) .	399·80	(n) 56·96	0·14	1,97,26,254	49,340	1,03,641	53,893	49,748	0·52	0·27	0·25	35	52·00
	Lines owned by native states and worked by companies.													
XXVII	Khámgaon . .	7·55	(a)	27·83	5,22,150	69,159	(b) 13,901	...	13,901	...	...	2·66	...	...
XXVIII	Amráoti . . .	5·44	(a)	26·87	4,46,058	81,996	(b) 30,746	(c) 885	29,861	...	...	6·69	...	...
XXIX	Bína-Goona . .	71·74	71·74	3·00	49,21,623	68,604	1,02,386	58,940	43,446	2·08	1·20	0·88	...	...
XXX	Bhopal-Ujjain . .	113·52	113·52	3·00	75,36,181	66,386	3,72,337	1,87,677	1,84,660	4·94	2·49	2·45	63	50·40
XXXI	Bhopal-Itársi (Native State section) . .	44·28	44·28	13·06	50,00,000	1,12,918	3,31,379	1,98,282	1,33,097	6·63	3·97	2·66	144	59·84
XXXII	The Nizam's Guaranteed State . .	(o) 332·32	(p) 354·70	15·02	4,03,78,163	1,21,504	37,77,154	18,38,385	19,38,769	(q) 9·02	(q) 4·39	4·63	205	48·67
XXXIII	Nágdá-Ujjain .	34·67	34·67	1·46	22,19,919	64,030	1,04,639	56,883	47,756	4·71	2·56	2·15	58	54·36
XXXIV	The Gaekwar's Petlád	13·35	13·35	7·66	7,44,305	55,753	64,737	30,791	33,946	8·70	4·14	4·56	93	47·56
XXXV	Kolar Gold-fields .	10·00	10·00	3·59	7,39,451	73,945	2,08,854	1,18,576	90,278	28·24	16·04	12·20	402	56·77
	Lines owned by native states and worked by state railway agency.													
XXXVI	Rájpura-Bhátinda .	107·94	107·94	8·94	66,95,341	62,030	6,96,926 (b) & (s)	3,83,309	3,13,617	10·41	5·73	4·68	124	55·00
XXXVII	Jammu and Kashmir (Native State section)	15·92	(r)	7·80	9,65,151	60,625	10,246	...	10,246	...	...	1·06	...	...
	TOTAL AND AVERAGE.	12,241·74	11,918·52	19·88	1,90,68,81,938	1,55,769	18,87,89,979	9,02,04,084	9,85,85,895	9·90	4·73	5·17	305	47·78

(a) Included with the Great Indian Peninsula railway.
(b) Represents the amount received as rent for the lease of this line.
(c) Expenditure incurred direct by the State.
(d) Included with the Nizam's Guaranteed State railway.
(e) Including 6·12 miles (Meean Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only.
(f) Including the Jammu and Kashmir (Native State section), also 13 miles of the East Indian railway worked over, but excluding 6·12 miles used for military traffic only,—*vide* remark (e).
(g) Including the Jammu and Kashmir railway (Native State section).
(h) Including the Cawnpore-Burhwal railway (metre gauge link).
(i) Including 2·66 miles (laid on the mixed gauge) and 0·33 mile (metre gauge).
(j) Including 2·66 miles (laid on the mixed gauge), which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·33 mile (metre gauge) which is worked over only by the Southern Mahratta railway.
(k) Including the mileage of the branch lines worked by the company.
(l) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
(m) Including interest on capital during construction (₹5,76,918).
(n) Opened for traffic on the 10th November 1897.
(o) Including 2·19 miles (Trimulgherry troop siding) used for military traffic only.
(p) Including the Bezwada extension of the East Coast State railway, and 3·10 miles of the home line worked over twice by each train, but excluding 2·19 miles used for military traffic only.
(q) Including the Bezwada extension (East Coast State railway).
(r) Included with the North Western State railway.
(s) For the first half only; during the second-half the line was worked on a different basis.

DIX C.

of working of Indian railways for the year 1897.

suspense items, have been excluded.]

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	METRE GAUGE.	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	State lines worked by companies.													
XXXIX	Bengal and North-Western—													
	Tirhoot section	341·80	341·80	13·87	2,52,31,041	73,818								
	Company's section	485·55	473·86	10·60	(a) 2,85,59,363	58,819	54,11,953	24,02,648	30,09,305	10·06	4·47	5·59	128	44·40
XL	Lucknow-Bareilly section (Rohilkund and Kumaon)	231·17	213·40		(b)									
XLI	Rajputana-Malwa	1,673·94	1,673·94	9·16	89,07,729	38,533	8,27,371	4,91,595	3,35,776	9·29	5·54	3·75	69	59·42
XLII	Pálanpur-Deesa	17·28	17·28	18·30	12,87,20,729	76,897	1,84,74,358	86,09,937	98,64,421	14·35	6·69	7·66	212	46·60
XLIII	Southern Mahratta	1,042·04	1,045·03	4·15	4,18,264	24,205	43,264	20,138	23,126	10·34	4·81	5·53	48	46·55
XLIV	Guntakal-Mysore frontier	119·50	119·50	11·42	9,51,13,422	91,276	64,92,310	36,97,601	27,94,709	6·83	3·89	2·94	120	56·96
XLV	Mysore section (Southern Mahratta)	296·00	296·00	5·13	59,02,498	49,393	6,38,278	3,62,295	2,75,983	10·81	6·14	4·67	102	56·76
XLVI	South Indian	1,041·59	1,041·59	11·78	1,47,45,430	49,816	18,80,019	10,81,734	7,98,285	12·75	7·34	5·41	122	57·54
XLVII	Máyavaram-Mutupet	53·99	53·99	18·07	7,42,48,486	71,284	91,81,409	48,66,689	43,14,720	12·37	6·55	5·82	170	53·01
XLVIII	Assam-Bengal	(c)360·63	301·18	3·50	24,91,854	46,154	2,66,082	1,54,586	1,11,496	10·68	6·20	4·48	95	58·10
XLIX	Burma	886·50	886·50	1·98	3,36,22,400	93,232	9,90,640	9,18,426	72,214	2·95	2·73	0·22	63	92·71
	State lines worked by the State.			10·27	7,56,31,200	85,290	86,55,019	47,52,417	39,02,602	11·44	6·28	5·16	188	54·91
L	Eastern Bengal—													
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·47	478·20	14·76	3,99,15,370	83,423	48,44,868	19,33,015	29,11,853	12·14	4·84	7·30	195	39·90
	Dacca section	85·92	85·92	12·48	67,45,941	78,514	5,10,793	2,85,636	2,25,157	7·57	4·23	3·34	114	55·92
	Assisted companies.													
LIII	Deoghur	4·79	4·79	14·88	2,86,180	59,745	30,320	19,168	11,152	10·59	6·70	3·89	122	63·22
LIV	Rohilkund and Kumaon (Company's section)	53·92	65·92	13·25	20,79,802	38,572	4,23,721	2,51,402	1,72,319	20·37	12·09	8·28	124	59·33
LV	Bengal Dooars	36·40	36·40	4·74	(d)24,17,316	66,410	2,73,662	1,19,372	1,54,290	11·32	4·94	6·38	145	43·62
LVI	Dibru-Sadiya	77·50	77·50	13·99	72,41,830	93,443	7,74,189	5,27,439	2,46,750	10·69	7·28	3·41	192	68·12
LVII	Ledo and Tikak-Margherita Colliery	10·00	10·00	1·00	11,46,240	1,14,624	45,870	37,847	8,023	4·00	3·30	0·70	88	82·51
LVIII	Ahmedabad-Parántij	54·59	(e)28·93	0·53	19,19,104	35,155	69,068	32,404	36,664	3·60	1·69	1·91	40	46·92
	Lines owned by native states and worked by companies.													
LXIII	The Gaekwar's Mehsána	92·63	92·63	7·82	32,63,900	35,236	3,39,125	1,57,967	1,81,158	10·39	4·84	5·55	70	46·58
LXIV	Kolhápur	29·07	29·07	6·70	23,24,807	79,973	94,630	52,924	41,706	4·07	2·28	1·79	63	55·93
LXV	Yesvantpur-Mysore frontier	51·35	51·35	4·59	24,06,443	46,864	2,69,527	1,51,777	1,17,750	11·20	6·31	4·89	101	56·31
LXVI	Mysore-Nanjangúd	15·25	15·25	6·08	6,10,565	40,037	33,496	19,307	14,189	5·49	3·16	2·33	42	57·64
	Lines owned and worked by native states.													
LXIX	Jodhpore-Bickaneer—													
	Jodhpore section	320·50	320·50	8·38	64,62,678	20,164	11,22,658	3,77,859	7,44,799	17·37	5·85	11·52	67	33·66
	Bickaneer section	43·50	43·50	6·06	9,73,473	22,379	1,17,010	51,506	65,504	12·02	5·29	6·73	52	44·02
LXX	Oodeypore-Chitor	60·39	60·39	3·00	15,94,140	26,397	1,23,175	80,294	42,881	7·73	5·04	2·69	39	65·19
LXXI	Bhávnagar-Gondal-Junágad-Porbandar	333·46	333·46	13·43	1,73,63,263	(f) 52,782	18,21,640	10,02,559	8,19,081	10·49	5·77	4·72	105	55·04
LXXII	Jetalsar-Rájkot	46·23	46·23	4·72	15,43,369	33,385	2,05,253	1,20,533	84,720	13·30	7·81	5·49	85	58·72
LXXIII	Jámnagar	54·28	(g) 39·85	0·73	21,52,689	(h)42,805	84,476	55,522	28,954	3·92	2·58	1·34	41	65·73
	TOTAL AND AVERAGE	8,398·24	8,283·96	12·73	59,40,39,526	(i)70,805	6,40,44,184	3,26,34,597	3,14,09,587	10·78	5·49	5·29	149	50·96
	SPECIAL GAUGES.													
	State line worked by the State.													
LXXX	Jorhát (2′ 0″)	28·25	26·64	12·64	8,51,045	30,125	96,186	82,061	14,125	11·30	9·65	1·65	69	85·33
	Assisted companies.													
LXXXI	Darjeeling-Himalayan (2′ 0″)	51·00	51·00	17·12	31,92,048	62,589	7,44,265	4,11,471	3,32,794	23·32	12·89	10·43	281	55·28
LXXXII	Bársi Light (2′ 6″)	21·59	(j)18·10	0·83	13,30,932	61,646	1,07,778	86,218	21,560	8·10	6·48	1·62	115	80·00
	Lines owned by native states and worked by company.													
LXXXIII	The Gaekwar's Dabhoi (2′ 6″)	78·80	75·26	18·01	20,61,684	26,163	2,20,901	1,69,952	50,949	10·71	8·24	2·47	56	76·94
LXXXIV	Rajpipla (2′ 6″)	19·03	(k) 9·59	0·50	7,11,996	37,414	5,705	12,239	—6,534	0·80	1·72	—0·92	11	214·53
	Line owned by native state and worked by state railway agency.													
LXXXVI	Cooch Behar (2′ 6″)	22·12	22·12	4·30	7,44,964	33,678	64,261	28,917	35,344	8·63	3·88	4·75	51	45·00
	Line owned and worked by native state.													
LXXXVII	Morvi (2′ 6″)	94·36	94·36	10·34	24,14,643	25,590	4,27,483	2,15,842	2,11,641	17·70	8·94	8·76	87	50·49
	TOTAL AND AVERAGE	315·15	297·07	11·48	1,13,07,312	35,879	16,66,579	10,06,700	6,59,879	14·74	8·90	5·84	108	60·41
	GRAND TOTAL AND AVERAGE	20,955·13	20,499·55	16·56	2,51,22,28,776	(l) 1,19,934	25,45,00,742	12,38,45,381	13,06,55,361	10·13	4·03	5·20	230	48·66

(a) Including interest on capital during construction (₹10,90,014).
(b) Including interest on capital during construction (₹41,029).
(c) Including the Gauháti Jamuna-Mukh section (74·73 miles), temporarily closed from the 13th June 1897 on account of the damages done by the recent earthquake.
(d) Including interest on capital during construction (₹37,876).
(e) Opened for traffic on the 1st May 1897.
(f) Calculated on the mileage of the home line, *viz.*, 328·96 miles.
(g) Opened for traffic on the 8th April 1897.
(h) Calculated on home line, *viz.*, 50·29 miles.
(i) Calculated on 8,389·75 miles.
(j) Opened for traffic on the 1st March 1897.
(k) Opened for traffic on the 1st July 1897.
(l) Calculated on 20,946·64 miles.

APPENDIX D.

Statement of Indian railways, and of steam tramways outside municipal limits, constructed and in progress on the 31st March 1898.

INDEX.

Railway.	Classification.	Classification No.
A		
Ahmedabad-Parántij	Assisted company	LVIII
Amráoti	Line owned by native state and worked by company	XXVIII
Assam-Bengal	State line worked by company	XLVIII
B		
Bársi Light	Assisted company	LXXXII
Bengal and North-Western (Company's section)	State line worked by company	XXXIX
Bengal Central	State line worked by company	II
Bengal Dooars	Assisted company	LV
Bengal-Nágpur	State line worked by company	III
Bezwada extension (East Coast State railway)	State line worked by company	IX
Bezwada-Madras (Ennúr-Bezwada section)	State line worked by the State	XVII
Bezwada-Madras (Madras-Ennúr section)	State line worked by company	X
Bhávnagar-Gondal-Junágad-Porbandar	Line owned and worked by native states	LXXI
Bhopal-Itársi (British section)	State line worked by company	V
Bhopal-Itársi (Native state section)	Line owned by native state and worked by company	XXXI
Bhopal-Ujjain	Line owned by native state and worked by company	XXX
Bína-Goona	Line owned by native state and worked by company	XXIX
Birur-Shimoga	Line owned by native state and worked by company	LXVII
Bombay, Baroda and Central India	Line worked by guaranteed company	XIX
Brahmaputra-Sultanpur	Assisted company	LIX
Burma	State line worked by company	XLIX
C		
Calcutta Port Commissioners'	State line worked by the State	XV
Cawnpore-Burhwál (metre gauge link)	State line worked by the State	LI
Cooch Behar	Line owned by native state and worked by State railway agency	LXXXVI
D		
Darjeeling-Himalayan	Assisted company	LXXXI
Delhi-Umballa-Kalka	Assisted company	XXI
Deoghur	Assisted company	LIII
Dhond-Manmád	State line worked by company	VIII
Dhrangadhra	Line owned and worked by native state	LXXV
Dibru-Sadiya	Assisted company	LVI
E		
East Coast	State line worked by the State	XVI
Eastern Bengal—		
Dacca section	State line worked by the State	L
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge branch).	State line worked by the State	XIV
Standard gauge sections	State line worked by the State	L
East Indian	State line worked by company	I
G		
Gaekwar's Dabhoi	Line owned by native state and worked by company	LXXXIII
Gaekwar's Mehsána	Line owned by native state and worked by company	L
Gaekwar's Petlád	Line owned by native state and worked by company	XXXIV
Godhra-Rutlam-Nágdá	State line worked by company	VI
Great Indian Peninsula	Line worked by guaranteed company	XVIII
Guntakal-Mysore frontier	State line worked by company	XLIV
Gwalior-Sipri	Line owned and worked by native state	LXXXVIII
H		
Hardwar-Dehra	Assisted company	XXV
Hyderabad-Gódávari Valley	Line owned by native state and worked by company	LXVIII
Hyderabad-Shadipalli	State line worked by the State.	XII
I		
Indian Midland	State line worked by company	IV
J		
Jammu and Kashmir (Native state section)	Line owned by native state and worked by State railway agency	XXXVII
Jamnagar	Line owned and worked by native state	LXXIII
Jetalsar-Rájkot	Line owned and worked by native state	LXXII
Jeypore	Line owned and worked by native state	LXXIV
Jodhpore-Bickaneer	Line owned and worked by native state	LXIX
Jorhát	State line worked by the State	LXXX
K		
Káraikkal-Peralam	Foreign line	LXXVIII
Khamgáon	Line owned by native state and worked by company	XXVII
Kolar Gold-fields	Line owned by native state and worked by company	XXXV
Kolhápur	Line owned by native state and worked by company	LXIV
L		
Lucknow-Bareilly section (Rohilkund and Kumaon railway)	State line worked by company	XL
Ledo and Tikak-Margherita	Assisted company	LVII
Ludhiána-Dhuri-Jakhal	Line owned by native state and worked by state railway agency	XXXVIII
M		
Madras	Line worked by guaranteed company	XX
Máyavaram-Mutupet	State line worked by company	XLVII
Morvi	Line owned and worked by native state	LXXXVII
Mymensingh-Jamalpur-Jagannathganj	Assisted company	LX
Mysore-Nanjangúd	Line owned by native state and worked by company	LXVI
Mysore section (Southern Mahratta railway)	State line worked by company	XLV
N		
Nágdá-Ujjain	Line owned by native state and worked by company	XXXIII
Nilgiri	Assisted company	LXII
Nizam's Guaranteed State	Line owned by native state and worked by company	XXXII
North Western	State line worked by the State	XI
O		
Oodeypore-Chitor	Line owned and worked by native state	LXX
Oudh and Rohilkhand	State line worked by the State	XIII
P		
Pálanpur-Deesa	State line worked by company	XLII
Pondicherry	Foreign line	LXXVII
R		
Raipur-Dhamtari branch (Bengal-Nágpur)	State line worked by company	LXXIX
Rajpipla	Line owned by native state and worked by company	LXXXIV
Rájpura-Bhátinda	Line owned by native state and worked by State railway agency	XXXVI
Rewah	Line owned by native state and worked by company	LXXXV
Rajputana-Malwa	State line worked by company	XLI
Rohilkund and Kumaon (Company's section)	Assisted company	LIV
S		
Segowlie-Raksaul	Assisted company	LXI
Shadipalli-Balotra (British section)	State line worked by the State	LII
South Behar (Luckeeserai-Gya)	Assisted company	XXIV
Southern Mahratta	State line worked by company	XLIII
Southern Punjab (Delhi-Samásata)	Assisted company	XXIII
South Indian	State line worked by company	XLVI
T		
Tapti Valley	Assisted company	XXVI
Tarkessur	Assisted company	XXII
Tirhoot section (Bengal and North-Western railway)	State line worked by company	XXXIX
Tramways outside municipal limits	...	See after No. LXXXVIII
W		
Wardha Coal	State line worked by company	VII
West of India Portuguese	Foreign line	LXXVI
Y		
Yesvantpur-Mysore frontier	Line owned by native state and worked by company	LXV

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
					Main line—		Miles.
I	**East Indian**—	Miles.	Miles.	Miles.	Howrah to Hooghly	15-8-54*	23·23
	Main line—				Hooghly to Pundooah	1-9-54*	14·31
	Howrah to Khána junction	74·48			Pundooah to Khána junction	3-2-55*	36·94
	Khána junction to Luckeeserai junction	187·20			Khána junction to Raneegunge	3-2-55*	45·71
	Luckeeserai junction to Allahabad	303·01			Raneegunge to Siársol	21-7-63*	1·70
	Allahabad to Delhi	390·39			Siársol to Sítarámpur	1-1-65*	15·15
			955·08		Sítarámpur to Luckeeserai junction	1-1-71*	124·64
	Loop line—				Luckeeserai to Dinapore	17-11-62*	82·42
	Khána junction to Luckeeserai junction		250·32		Dinapore to Moghal Sarai	22-12-62*	125·92
					Moghal Sarai to Mirzapur	1-1-64	39·28
	Branches—				Mirzapur to south bank, Jumna	4-4-64	52·64
	Main line—				Jumna bridge to Allahabad	15-8-65	2·75
	Bhadreswar junction (17·46 miles from Howrah) to the river bank (*Bhadreswar branch*)	2·60			Allahabad to Cawnpore	3-3-59	119·47
	Hooghly junction (23·23 miles from Howrah) to Naiháti on the Eastern Bengal State railway (*Hooghly bridge branch*)	4·22			Cawnpore to Etáwah	1-7-61	86·46
	Ondál junction (115·80 miles from Howrah *viâ* the main line) to Alipur (*Ondál loop*)	31·54			Etáwah to Shikohabad	13-11-61	34·39
	Shekhpur junction on the Ondál loop (125·63 miles from Howrah *viâ* the main line) to Khorabad (*Shekhpur branch*)	8·92			Shikohabad to Tundla junction	1-4-62	22·92
	Sitarámpur junction (137·04 miles from Howrah *viâ* the main line) to Kátrásgarh (*Jherria branch*)	39·23			Tundla junction to Aligarh	1-3-63	48·56
	Salanpur (140·20 miles from Howrah *viâ* the main line) to Shamdi (*Salanpur branch*)	5·53			Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54
	2·05 miles from Barákar (144·52 miles from Howrah *viâ* the main line) to Chanch (*Chanch branch*)	3·88			Chola to Delhi (south bank, Jumna)	1-8-64	41·27
	Dheria Joba (171·17 miles from Howrah *viâ* the main line) to the Damoodur river (*Damoodur branch*)	9·77			Delhi terminus	1-1-67	1·78
	Madhupur junction (182·38 miles from Howrah *viâ* the main line) to the Kurhurbaree collieries (*Kurhurbaree branch*)	26 70					955·08
	Mokameh junction (282·32 miles from Howrah *viâ* the main line) to the river bank (*Mokameh branch*)	3·63			*Loop line*—		
					Khána junction to river Adjai	3-10-58	19·60
					River Adjai to Sainthia	3-9-59	25·12
					Sainthia to Tinpahár	15-10-60	76·12
					Tinpahár to Bhágalpur	1-11-61	69·05
					Bhágalpur to Jamálpur	10-2-62	32·62
					Jamálpur to Luckeeserai	17-11-62	28·41
							250·32
					Branches—		
					Main line—		
					Bhadreswar branch	6-12-81	2·60
					Hooghly bridge branch	15-3-87*	4·22
					Ondál loop—		
					Ondál to Babasole	1-5-64	2·03
					Babasole to Mangalpur	1-1-63	2·74
					Mangalpur to Toposi	2-2-63	2·65
					Toposi to Shekhpur junction—		
					For coal traffic	15-4-94	2·42
					Shekhpur junction to Gourangdi	1-6-95	14·16
					Gourangdi to Alipur—		
					For goods traffic	30-3-95	7·54
					Shekhpur branch—		
					For coal traffic	15-4-94	8·92
					For passenger and goods traffic	1-1-95	
					Jherria branch—		
					Sítarámpur to Barákar	1-1-65	5·43
					Barákar to Kátrásgarh	20-5-94 (a)	33·80
							86·51
	Carried over		136·02	1,205·40	Carried over		1,205·40
							86·51

* These are the dates of opening the original single line which has
(a) The first seven miles of this extension were worked for coal traffic

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Standard gauge

Details of construction.	REMARKS.
The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers; but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails varying in weight from 74lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. The line is double from Howrah to Moghal Sarai.	The experimental line from Howrah to Raneegunge was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854. The chord line from Khâna junction to Luckeeserai junction, which now forms a part of the main line, was commenced in February 1866, and was opened through on the 1st January 1871. This line diminishes the distance between Howrah and the Upper Provinces by 63·31 miles. A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borreah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885. The commencement of work on the Hooghly bridge branch (4·22 miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on the 15th March 1887.
The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers. The Jherria branch is single throughout. The rails are iron, cut, 18′ 6″ long, and are laid on timber sleepers. The Kurhurbaree branch is constructed for a single line. The width of formation in the embankments is 16 feet.	The section of the Ondál loop from Toposi to Panooria and the Shekhpur branch, were sanctioned for construction in July, and the Salanpur branch in August 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894. The Alipur branch of the Barákar Coal Company, extending from Alipur to Panooria, was purchased on the 29th March 1895 by the East Indian Railway Company for a sum of ₹1,00,000. It has since been worked as a part of the Ondál loop. The extension of the Jherria branch from Barákar to Kátrásgarh, including 2·88 miles of the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued on the 9th March 1892. The construction of the remaining portion of the Chanch branch, one mile in length, was sanctioned in February 1896. The construction of the Damoodur branch was sanctioned in January 1894.

since been doubled. For dates of opening the double line *see* pages cxxxiv and cxxxvi.
from the 1st August 1893.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
I	**East Indian**—*contd.*			Miles.		
	Brought forward .	136·02	1,205·40		Brought forward .	1,205·40 / 86·51
	Branches—contd.				*Branches*—concld.	
	Main line—concld.				*Main line*—concld.	
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Gya (*Patna-Gya branch*) .	57·47			Salanpur branch—	
					For coal traffic .	7-9-94 4·29 / 1-1-97 1·24
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Dígha ghât (*Digha ghât branch*)	5·53			Chanch branch—	
					For goods traffic .	1-2-93 2·88 / 5-8-96 1·00
					Damoodur branch .	30-6-95 8·00 / 15-7-96 1·77
	Dildárnagar (433·66 miles from Howrah *viâ* the main line) to Tárighât on the Ganges opposite Gházipur (*Tárighât branch*)	12·00			Kurhurbaree branch .	1-1-71 26·70
					Mokameh branch .	1-5-83 3·63
	Moghal Sarai (470·02 miles from Howrah *viâ* the main line) to Gya . . .	126·26			Patna-Gya branch—	
					Bankipore junction to Bankipore . .	2-6-79 0·25
	Bárán to Daltonganj, including colliery branch .	82·50			Bankipore to Jehanabad	21-4-79 28·00
					Jehanabad to Gya .	2-6-79 29·22
	Naini junction (560·46 miles from Howrah *viâ* the main line, or 4·55 miles east of Allahabad) to Jubbulpore (*Jubbulpore branch*) . . .	223·58			Dígha ghât branch . .	2-4-85 5·53
					Tárighât branch . .	5-10-80 12·00
					Jubbulpore branch . .	1-8-67 223·58
					Allahabad fort branch .	3-3-59 2·34
	Allahabad junction (565·01 miles from Howrah *viâ* the main line) to fort (*Allahabad fort branch*)	2·34			Cawnpore city branch .	15-2-79 0·88
					Agra branch . . .	1-4-62 13·35
	Cawnpore junction (684·48 miles from Howrah *viâ* the main line) to the corn market in the city (*Cawnpore city branch*) .	0·88			*Loop line*—	
					Azímganj branch . .	15-7-92 27·48
	Shikohabad to Farukhabad	66·00			Rajmehal branch . .	15-10-60 7·23
	Tundla junction (828·25 miles from Howrah *viâ* the main line) to Agra (*Agra branch*) . .	13·35			Sakrighât branch .	1-1-94 2·37 / 31-3-97 1·38
					Maharajpur branch .	31-10-96 3·22
	Hathras Road junction to Hathras City . . .	5·61			Sultangunge branch .	6-5-95 1·16
					Monghyr branch . .	10-4-62 5·68
	Loop line—					499·69
	Nalháti (144·60 miles from Howrah *viâ* the loop line) to Azímganj (*Azímganj branch*)	27·48			*Double—Main line and branches.*	
	Tinpahár junction (194·72 miles from Howrah *viâ* the loop line) to Rajmehal (*Rajmehal branch*) . . .	7·23			Howrah to Serampore .	10-3-57 11·74
					Serampore to Chandernagore . . .	1-2-58 8·38
	Sakrigali junction (213·28 miles from Howrah *viâ* the loop line) to the river Ganges (*Sakrighât branch*) . . .	3·75			Chandernagore to Hooghly	1-5-58 3·11
					Hooghly to Magra . .	1-10-58 5·49
					Magra to Pundooah . .	25-2-59 8·82
					Pundooah to Burdwan .	1-10-59 28·72
					Burdwan to Khána . .	1-1-59 8·22
					Khána to Durgapur . .	1-6-70 31·35
					Durgapur to Raneegunge .	2-9-70 14·36
					Raneegunge to Sítarámpur	19-12-70 16·85
					Sítarámpur to Luckeeserai	1-1-71 124·64
					Luckeeserai to Burhee .	22-6-60 9·82
					Burhee to Barh . .	22-2-68 27·10
					Barh to Futwah . .	1-11-68 25·87
					Futwah to Dinapore .	20-3-67 19·63
					Dinapore to Bihta . .	13-8-68 10·93
					Bihta to Arrah . .	28-3-70 13·50
					Arrah to Buxar . .	13-8-68 42·67
						411·20
	Carried over .	770·00	1,205·40		Carried over .	1,705·09 / 411·20

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The first 29 miles of the Patna-Gya branch are laid with rails, 64lb. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted. The country traversed by the Moghal Sarai-Gya line is comparatively flat. The most important rivers crossed are— Spans. Feet. Sone . . . . . 80 of 100 Mohar . . . . . 14 „ 60 Budh . . . . . 11 „ 60 Punpun . . . . . 10 „ 60 The permanent-way will be of the East Indian railway standard design with double-headed rails 75lb. to the yard laid with cast-iron chairs and timber sleepers. The sharpest curves are 5,730 ft. radius and the steepest gradient is 1 in 500. The line will be fenced throughout on both sides with a five wire fence on the ordinary pattern adopted for state railways. Stone ballast procurable from the adjacent hills will be used throughout. On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82lb. to the yard have been used; the rest of the line has rails 74lb. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sâl. The road on the Azímganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sâl, and pine sleepers. On its conversion to the standard gauge, the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout. The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers. The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10·15 miles of very short branches which it is not considered necessary to provide with additional sleepers.	The Mokameh branch was originally 1·75 miles in length, and was used for goods traffic only. When the terminus of the Tirhoot state railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0·75 mile and opened to passenger traffic on the 1st May 1883. Owing to alterations made during 1893, the length of this branch has now been increased to 3·63 miles. The Patna-Gya branch was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by State agency from the date of opening up to the 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway. There is a branch, 0·88 mile long, from Patna (331·25 miles from Howrah *viâ* the chord line) to the Ganges bank, which is treated as a siding in the mileage returns. It is laid with two tracks on wooden cross sleepers, and was opened on the 17th November 1882. The branch from Bankipore to Dígha ghât has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghât near Sonepore. Sanction to its construction was given on the 30th July 1884, and the branch was opened to traffic on the 2nd April 1885. The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3½ years. The line from Nalháti to Azímganj, which was constructed by the Indian Branch (afterwards the Oudh and Rohilkhand) Railway Company, was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 1st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the standard gauge under the name of the "Azímganj branch." The old Nalháti (4′ 0″ gauge) line was opened for traffic on the 21st December 1863. The construction of the Sultangunge branch was sanctioned in March 1893. The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880. On the 1st January 1889 the Dildárnagar-Gházipur state railway was incorporated with the East Indian railway. The Gwalior branch (late Scindia state railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that company. The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
I	**East Indian**—*concld.*	Miles.	Miles.	Miles.			Miles.
	Brought forward .	770·00	1,205·40		Brought forward		1,705·09
	Branches—concld.						411·20
	Loop line—concld.				*Double—Main line and branches*—concld.		
	Maharajpur to Maharajpur ghât (*Maharajpur branch*) . . .	3·22			Buxar to Dildárnagar .	15-4-82	22·46
					Dildárnagar to Zamánia .	20-5-82	8·59
	Sultangunge (279·28 miles from Howrah *viâ* the loop line) to Sultangunge ghât (*Sultangunge branch*) .	1·16			Zamánia to Sakaldiha .	20-9-82	16·28
					Sakaldiha to Moghal Sarai	10-8-82	11·49
	Jamálpur junction (296·39 miles from Howrah *viâ* the loop line) to Monghyr (*Monghyr branch*) .	5·68			Hooghly bridge branch .	15-3-87	4·22
			780·06		TOTAL DOUBLE LINE .		474·24
	TOTAL .			1,985·46	TOTAL OPEN MILEAGE .		1,705·09
II	**Bengal Central***—						
	Dum-Dum (4·25 miles from Calcutta on the eastern section of the Eastern Bengal State railway) *viâ* Baraset and Bongong to Khoolna .	104·51			Dum-Dum junction to Dattapukur . . .	2-4-83 .	14·25
					Dattapukur to Gobardánga	7-12-83 .	17·00
					Gobardánga to Bongong .	22-4-84 .	12·00
					Bongong to Khoolna .	16-2-84 .	61·26
							104·51
	Ránaghat (45·50 miles from Calcutta on the eastern section of the Eastern Bengal State railway) to Bongong	20·50			Ránaghat to Bongong	16-10-82 .	20·50
				125·01	TOTAL OPEN MILEAGE .		125·01

* Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company.

D —*continued.*

progress on the 31st March 1898.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The length of road relaid with steel rails up to the 31st December 1897 was 1,556·97 miles, as follows: Howrah district . . 180·55 Chord line . . . 369·07 Dinapore district . . 487·87 Allahabad district . . 279·31 Delhi district . . . 240·17 1,556·97 The line is double fenced throughout, excepting the Azímganj branch and the Barákar-Kátrásgarh section of the Jherria branch which are unfenced. There are no curves of less than 1,000 feet in radius. The length and situation of gradients up to 1 in 100 are as shown below:	

Section of line.	Length of gradients.	
	$\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.
Main line— Between 216 and 226 miles from Howrah ($\frac{1}{100}$)	...	6·64
Ondál loop— Between 125 and 147 miles from Howrah .	5·19	9·95
Shekhpur branch	1·40	3·52
Kurhurbaree branch	4·05	6·14

This line is single throughout. The permanent-way consists of flat-footed steel rails of the Vignole section, 62lb. to the yard, laid on sleepers of creosoted pine. Sâl sleepers are now being used for renewals instead of creosoted pine, and in all curves sâl sleepers have been put in at the joints in place of creosoted pine sleepers, and sâl sleepers have also been put in at the middle of pairs of rails in some of the curves. At first the line was sand-ballasted, brick ballast being used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of the line between Dum-Dum junction and Singia, including sidings, with brick; this work is completed, and ballasting has also been done over curves and between Singia and Khoolna where the earth, of which the embankment is composed, is not very good. The line is fenced throughout; iron gates are provided at level-crossings. Viaducts and bridges are constructed for a single line. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881. The original contract with the company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State—*Vide* Appendix H to Part II of the Railway Administration Report for 1886-87—which came into force with retrospective effect as from the 1st July 1885. The line was worked by the Eastern Bengal State railway under an agreement (the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91) till the 31st December 1896, when it was made over to the company. An estimate for surveying suitable lines for independent passenger and goods termini for the Bengal Central Railway from Dum Dum Cantonment station was sanctioned by Government in April 1897, and the work is in progress. An estimate for surveying a line from Bongong to Kotchandpore was sanctioned by Government in January 1898 and the work is in hand.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
III	**Bengal-Nágpur—**			*Main line—*	
	Main line—			Ásansol to Damoodur—	
	Ásansol (131·75 miles from Howrah on the chord line, East Indian railway) to Biláspur . . .	371·47		For coal traffic . . 12-6-89 For passenger and goods traffic . . . 14-12-89	5·10
	Biláspur to Nágpur (519·41 miles, from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway) . .	255·22		Damoodur to Purulia . 14-12-89	41·72
			626·69	Purulia to Chakardharpore—	
				For goods traffic . . 22-1-90 For passenger traffic . 1-4-90	72·25
				Chakardharpore to Goilkera—	
				For goods traffic . . 15-5-90 For passenger traffic . 28-3-91	21·06
				Goilkera to Jharsuguda—	
				For goods traffic . . 1-2-91 For passenger traffic . 28-3-91	105·09
				Jharsuguda to Raighar—	
				For goods traffic . . 20-4-90 For passenger traffic . 1-8-90	44·35
				Raighar to Biláspur—	
				For goods traffic . . 10-2-90 For passenger traffic . 24-3-90	81·90
				Biláspur to Raipur—	
				For goods traffic . . 10-1-89 For passenger traffic . 14-2-89	68·35
				Raipur to Ráj-Nándgaon . 4-12-88	41·99
				Ráj-Nándgaon to Nágpur 27-11-88	144·88
	Carried over .		626·69	Carried over .	626·69

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40lb. to the yard, laid on creosoted pine, sâl, and teak wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders, and the flattening of curves. On the main line the rails are 75lb. steel, flat-footed, laid on transverse steel sleepers. Owing to the large number of tributaries of the Mahanadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy. On the Biláspur-Umaria section the permanent-way consists of 75lb. section flat-footed steel rails laid on transverse steel sleepers. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200-feet girders, 116 feet high. The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore division, where laterite is used. The line is unfenced, except between Nágpur and Kamptee and at the more important stations.	Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork. Owing to the negotiations for the formation of a company to construct and work this line not having been completed, and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates. In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Ráj-Nándgaon, 149 miles. Of this length, 145·50 miles have been converted to the standard gauge, and the Tumsar branch, 3·50 miles, has been abandoned. The whole system extends from Ásansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Peninsula railway, with branches from Jharsuguda to Sambalpur and from Biláspur *viâ* the Umaria coal mines to Katni. There is also a branch from near Ásansol to the Sanctoria collieries. The Umaria-Katni line was taken over by the Company on the 1st April 1888. The dates of orders for survey and construction, and of opening, of the original metre gauge line are as follows: *Dates for survey.* Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880. *Dates for construction.* Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881. *Dates of opening.* Nágpur to Tumsar— Miles. For goods traffic . . . . 6-4-80 For passenger traffic— Nágpur to Kamptee (9 miles) . 26-7-80 } 53 Kamptee to Tumsar (44 miles) . 8-11-80 Dowháli junction (Tumsar road) to Tirora 21-2-81 13 Tirora to Gondia . . . . 18-5-81 18 Gondia to Amgaon . . . . 25-11-81 14 Amgaon to Ráj-Nándgaon— For goods traffic . . . 16-12-82 For passenger traffic . . . 7-2-83 } 51 TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE . . . . . 145·50* The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891. The Saranda tunnel was completed and opened for traffic on the 1st October 1892, the diversion over which traffic previously passed being eliminated. It is lined almost throughout.

* Excluding the branch line from Dowháli to Tumsar (3·50 miles) which has been abandoned.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
III	Bengal-Nágpur—*concld.*			Brought forward		626·69
	Brought forward		626·69	*Branches—*		
	Branches—			*Sanctoria coal branch—*		
	Damoodur (5·10 miles from Ásansol junction) to the Sanctoria collieries (*Sanctoria coal branch*)	7·03		Damoodur to the Sanctoria collieries— For coal traffic	12-6-89	7·03
	Jharsuguda (245·22 miles from Ásansol) to Sambalpur (*Sambalpur branch*)	30·23		*Sambalpur branch—* Jharsuguda to Sambalpur— For goods traffic / For passenger traffic	1-2-93 / 10-3-93	30·23
	Biláspur to Katni (*Katni branch*)	196·93		*Katni branch—* Biláspur to Birsinghpur— For goods traffic / For passenger traffic	1-2-91 / 9-3-91	142·57
			234·19	Birsinghpur to Umaria— For goods traffic / For passenger traffic	11-5-90 / 9-3-91	18·48
				Umaria to Katni	2-11-86	35·88
						234·19
	Sini (530·41 miles from Nágpúr on the Bengal-Nágpúr railway, main line) to Midnapore	100·00		TOTAL OPEN MILEAGE		860·88
	Midnapore to Howrah	70·00				
	Midnapore to Barang (Cuttack), on the East Coast State railway	190·00				
			360·00			
	TOTAL		1,220·88			
IV	**Indian Midland—**					
	Main Line— Bhopal (57·11 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi	180·49		*Main line—* Bhopal to Jhánsi	1-1-89	180·49
	Jhansi *viá* Gwalior to Agra Cantonment	135·03		Jhánsi to Gwalior	1-3-89	60·39
			315·52	Gwalior to Hetampur	20-12-79	32·40
				Hetampur to Dholpur	15-5-81	8·55
				Dholpur to Agra Cantonment	10-1-78	33·69
						315·52
	Branches—					
	Jhánsi to Mánikpur (617·50 miles from Howrah on the Jubbulpore branch of the East Indian railway) (*Mánikpur branch*)	180·37		*Branches—* *Mánikpur branch—* Jhánsi to Mau Ranipur	5-6-89	39·96
				Mau Ranipur to Bánda	1-8-89	78·96
	Jhánsi to Cawnpore transfer sidings (684·75 miles from Howrah on the East Indian railway) (*Cawnpore branch*)	135·22		Bánda to Mánikpur	15-2-89	61·45
						180·37
	Carried over	315·59	315·52	Carried over		495·89

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The Sambalpur branch is laid with the same type of permanent-way as the main line. The work is fairly heavy and contains one bridge of six spans of 100-feet girders across the Bonum river. The Umaria-Katni section which was originally laid with second-hand East Indian railway permanent-way on timber sleepers (82lb. rails on three-fourths of the distance and 74lb. rails on the remainder), is now being relaid with 75lb. flat-footed rails on transverse steel sleepers. Eighteen miles have been relaid up to date. The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy and there was much rock-cutting. The only noteworthy bridge is over the Mahánadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet. This line will be laid with steel rails weighing 85lb. to the yard on cast-iron pot sleepers. The important bridges are those over the Koakhye, Katjoori, Mahánadi, Beroopa, Brahmini, Byturni, Boora Bolong, Lower Subanarikha, Cossye, Roopanarain, Damoodur, Upper Subanarikha and Korkai rivers.	The survey of the Sambalpur branch was sanctioned on the 2nd October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891. The surveys of the Sini-Midnapore-Howrah and Midnapore-Barang (Cuttack) sections were carried out by Government. Sanction for construction was given in August 1895, and work was started by the Bengal-Nágpúr Railway Company in December 1895. The construction of bridging the Mahánadi delta at Cuttack, to connect directly with the East Coast State railway, was sanctioned in March 1897.

The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shown in the statement below:

Section of line.	Length of gradients. 1 in 80	Length of gradients. 1 in 100	Curves under a radius of 1,000 feet. Length.	Curves under a radius of 1,000 feet. Radius.
	Miles.	Miles.	Mile.	Feet.
Main line—				
Between 160 and 161 miles from Nágpur.	...	0·19	...	...
„ 341 „ 363 „ „ „ .	...	7·36	...	...
„ 419 „ 437 „ „ „ .	...	5·83	...	...
„ 472 „ 491 „ „ „ .	...	13·01	...	...
„ 531 „ 624 „ „ „ .	...	23·44	...	...
Sanctoria coal branch	0·15	1·36	0·28	800
Katni branch—				
Between 299 and 317 miles from Nágpur.	...	12·06	...	...
„ 378 „ 387 „ „ „ .	...	4·53	...	...
„ 418 „ 423 „ „ „ .	...	1·59	...	...
„ 438 „ 439 „ „ „ .	...	0·61	...	...
Sambalpur branch—				
Between 385 and 413 miles from Nágpur.	...	8·90	...	...

The main line and branches are constructed for a single line with flat-footed steel rails 80lb. to the yard and oval pot sleepers weighing 80lb. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi, where the rails are 75lb. to the yard, double-headed, laid on Denham-Olphert's sleepers, with 20 feet width formation. There were no engineering difficulties on this section. From Bhopal to Jhánsi the ruling gradient is 1 in 200, aggregating 74·83 miles in length and from Jhánsi to Cawnpore, 1 in 100, of which there are four in number aggregating 5·41 miles in length. The chief bridges are—	On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line, which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior, and the Jhánsi-Mánikpur railways, with the section from Bína to Saugor of the Biláspur-Etáwa state railway. The contract also provides for the extension from Saugor to a point on the East Indian railway near Katni. Sanction was given to the construction of this line in December 1895. Work was started on the several sections of the Indian Midland railway on the dates given below:

	Spans.	Feet.
Betwa (Markrari) . .	9 of	150
Narain	4 „	150
Bína	4 „	150
Keotan	5 „	100
Newan	8 „	60
Betwa (Bhilsa) . .	4 „	100 and 5 of 75

From Jhánsi to Gwalior the ruling gradient is 1 in 150, of which there are nine in number, aggregating 10·63 miles in length. There are heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 60 feet over the Sindh river.

Cawnpore-Kálpi . . .	Oct. 1884
Kálpi-Jhánsi	Jan. 1886
Bhopal-Bhílsa	Mar. 1886
Bhílsa-Básoda	Apl. 1886
Jhánsi-Lalitpur . . .	May 1886
Básoda-Lalitpur . . .	June 1886
Jhánsi-Gwalior . . .	Aug. 1886
Bína-Saugor	Aug. 1887
Saugor-Damoh	Dec. 1895
Damoh-Katni	Jan. 1896

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
IV	**Indian Midland**—*concld.*				
	Brought forward .	315·59	315·52	Brought forward .	495·89
	Branches—concld.				
	Bína (143 miles from Itársi on the main line) to Saugor (*Saugor branch*) . .	46·24		*Cawnpore branch*— Jhánsi to Chaunrah . . 1-2-88 95·00 Chaunrah to Cawnpore . 1-4-86 40·22	135·22
	Bína (143 miles from Itársi on the main line) to the point of junction with the Bína-Goona railway	2·00		*Saugor branch*— Bína to Saugor . . 5-6-89	46·24
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal to point of junction with Bhopal-Ujjain railway . . .	0·21			
	Saugor (189 miles from Itársi on the main line) to a point on the East Indian railway at or near Katni (*Katni branch*)	115·87		Bína to point of junction with Bína-Goona railway— For goods traffic . 1-5-95 } For passenger traffic 23-9-95 }	2·00
			479·91	Bhopal to point of junction with Bhopal-Ujjain railway— For goods traffic . 11-11-95 } For passenger traffic 11-4-96 }	0·21
				Katni branch— Saugor to Damoh . 26-3-98	47·83
	TOTAL .		795·43	TOTAL OPEN MILEAGE .	727·39
V	**Bhopal-Itársi** (British section)— (See Bhopal-Itársi—page cxcii)				
VI	**Godhra-Rutlam-Nágdá**—				
	Godhra (318·71 miles from Bombay, Colaba) on the Bombay, Baroda and Central India railway *viâ* Rutlam to Nágdá . . .		140·91	Godhra to Limkhérá . 16-1-93	25·09
				Limkhérá to Dóhad . . 7-3-94	19·55
				Dóhad to Rutlam . . 22-10-94	70·46
				Rutlam to Nágdá— For goods traffic . 11-5-96 } For passenger traffic . 1-6-96 }	25·81
				TOTAL OPEN MILEAGE .	140·91

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
From Jhánsi to Mánikpur the steepest gradient is 1 in 125, of which there are seven in number, aggregating 5·21 miles in length. The principal bridges are— Betwa (Sujanpura) . . 13 of 150 and 1 of 60 Dhassan (Mau) . . 13 „ 100 Ken . . . . 1 „ 250 and 12 of 100 Bagain . . . 8 „ 100 Borwa . . . 1 „ 100 and 4 of 40 Paisuni . . . 4 „ 100 Ohan . . . 1 „ 100 and 4 of 40 The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails. The only important works on the Bína-Saugor branch are the heavy cutting at Banhat and the Dhassan bridge (4 spans of 100 feet). There is also a grade of 1 in 100 —the steepest on the line—for a length of 3·37 miles. The late Sindia state railway, which now forms a part of the Indian Midland railway, extends from Agra Cantonment to Gwalior, and is laid with rails 60lb. to the yard on transverse deodar sleepers. The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each. Up to the end of 1897 the company have relaid 62·97 miles of track with Indian Midland railway pots, and 24·58 miles with Indian Midland railway 80lb. rails. The ruling gradient is 1 in 151·5, of which there are three in number, aggregating 3·60 miles in length. The line is fenced throughout except between Bánda and Jhánsi on the Jhánsi-Mánikpur section. There are no curves under a radius of 1,000 feet. From Saugor to Damoh, the ruling gradient is 1 in 100 (one of 0·76 mile) with, and 1 in 200 (thirteen aggregating (27·55 miles) against, the coal traffic. The line is laid with 80lb. steel rails, and cast iron pot sleepers. The important bridges are those over the Bewas (3-100 feet), Sonar (8-100 feet) and Kopra (4-100 feet) rivers. There are heavy rock cuttings at the 16th mile from Saugor. Fencing has been erected through Saugor Cantonment and at Damoh station only.	The Jhánsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date.
The line traverses a very difficult country, the greater part being on a gradient of 1 in 200; the steepest gradient on the line is, however, 1 in 100; it is situated in the 1st mile from Godhra and is 1,400 feet in length. There are no curves under a radius of 1,000 feet. The rails are flat-footed, steel, 75lb. to the yard, laid on steel trough sleepers from mile 0 to 84¼ and mile 114 to 117, on deodar sleepers from mile 84¼ to 114 and mile 122 to 123 with bits of steel sleepers in three places, and on creosoted pine sleepers from mile 117 to 122 and mile 123 to 140¾. The line is fenced with wire from mile 0 to mile 35 and then in different sections making an aggregate of 76½ miles. The rest of the line is unfenced. The ballast is of stone or gravel.	The line from Godhra to Rutlam was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a re-survey was ordered in October 1886. Sanction to the commencement of work was given on the 29th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles, in both cases by petty contract. The construction of the line from Rutlam to Nágdá was sanctioned and orders for the commencement of work issued in December 1894, but work was not started till March 1895. The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company is printed as Appendix J to Part II of the Railway Administration Report for 1893-94 and Appendix T to this report.

The length, 2·00 miles, from the Bína station to the point of junction with the Bína-Goona railway was sanctioned for construction on the 5th June 1893, and that from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopal to the point of junction with the Bhopal-Ujjain railway, 0·21 mile, on the 7th July 1894.

On the 1st January 1889 the Indian Midland Railway Company took over the working of the Bhopal-Itársi railway. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94.

Under the provisions of the contract the Indian Midland Railway Company has acquired the late Sindia state railway and worked it from the 1st March 1889. The supplementary contract for the transfer of this line will be found in Appendix H to Part II of the Railway Administration Report for 1890-91.

The Company also works the Bína-Goona and the Bhopal-Ujjain railways. The terms of working will be found in Appendices EE, GG and HH, respectively, to Part II of the Railway Administration Report for 1896-97.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
VII	**Wardha Coal—**				
	Wardha (471·25 miles from Bombay, Victoria terminus), on the Nágpur branch of the Great Indian Peninsula railway to Warora	44·88	Wardha to mile 18·44	1-2-74	18·44
			Mile 18·44 to mile 40·88 (for coal traffic only)	24-12-75	22·44
			Mile 40·88 to Warora (for coal traffic only)	26-4-76	4·00
			Mile 18·44 to mile 21 (for public traffic)	16-6-77	
			Mile 21 to Warora (mile 44·88), for public traffic	7-11-77	
			TOTAL OPEN MILEAGE		44·88
VIII	**Dhond-Manmád—**				
	Dhond (166·06 miles from Bombay, Victoria terminus), on the south-east line of the Great Indian Peninsula railway, to Manmád (161·66 miles from Bombay, Victoria terminus), on the north-east line of the Great Indian Peninsula railway	145·44	Dhond to Ahmednagar	15-3-78	50·41
			Ahmednagar to Manmád	17-4-78	95·03
			TOTAL OPEN MILEAGE		145·44
IX	**Bezwada extension (East Coast State)—**				
	Hyderabad frontier to Bezwada (91·00 miles from Gódávari North on the East Coast State railway)	20·58	Hyderabad frontier to Bezwada	10-2-89	20·58
X	**Madras-Ennúr section (Bezwada-Madras)—**				
	Washermenpet (1·02 miles from Ráyapuram on the Madras railway), to Ennúr	8·45	Washermenpet to Ennúr	22-2-96	8·45
	TOTAL STATE LINES WORKED BY COMPANIES (STANDARD GAUGE)	4,500·15*			3,789·10*

* Including the length (13·11 miles) of the Bhopal-Itársi railway (British section) which has been shown under "xxxi—Bhopal-Itársi (Native state section)."

D—*continued.*

progress on the 31st March 1898

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is constructed for a single track. There are 18 miles of 69lb. double-headed steel rails and 27 miles of 68lb. iron rails. The sleepers throughout are of half-round teak and the ballast is all broken stone. The line is fenced throughout. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet.	This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghát, a great cotton mart. The orders for the survey of the line were issued on the 3rd January 1870. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874. The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track; the rails are chiefly double-headed steel, 69lb. to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lákh and sand between Lákh and Manmád. The line is fenced with wire fencing for a distance of 137 miles from Dhond, and arrangements were in progress for fencing the remainder of the line. The ruling gradient is 1 in 100 and extends over a length of 30·10 miles. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively. The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghâts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878. The line is worked and maintained, under agreement, by the Great Indian Peninsula railway. The terms of working will be found in Appendix W to Part II of the Railway Administration Report for 1881-82.
The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66¼ lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations. A grade of 1 in 100, 0·32 mile in length, is the steepest on this line. There are no curves under a radius of 1,000 feet.	The line was sanctioned for construction on the 26th November 1886. It was amalgamated with the East Coast State railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system. The extension is maintained by the East Coast State Railway.
The permanent-way consists of flat-bottomed 75 lb. steel rails (East Coast State railway pattern) with five-holed fish-plates laid on wooden sleepers. There are no gradients of 1 in 100 or less—the ruling grade being 1 in 200. The sharpest curve is 1,910 feet in radius.	The construction of this line which was sanctioned in August 1894, was carried out by the Madras Railway Company. It is being worked by that Company on the same percentage (excluding the cost of maintenance) of gross earnings as obtains on the entire system *plus* 5 per cent. for the use of rolling-stock; the charges for maintenance being borne by the State. The terms and conditions of working will be found in Appendix U to Part II of the Railway Administration Report for 1895-96.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XI	**North-Western—**			Miles.		
	MAIN LINE AND BRANCHES (Commercial)—				MAIN LINE AND BRANCHES (Commercial)—	
	Main line—				*Main line—*	
	Gháziabad (13 miles east of Delhi on the East Indian railway), to Amritsar		303·18		Gháziabad to Meerut City . 18-4-67	27·37
					Meerut City to Umballa Cantonment . . . 1-1-69	121·02
					Umballa Cantonment to Ludhiána . . . 12-10-69	70·66
					Ludhiána to Phillour . . 15-10-70	8·28
					Phillour to Jullundur Cantonment 1-4-70	24·12
					Jullundur Cantonment to Beas 15-11-69	25·53
					Beas to Amritsar . . 1-11-67	26·20
	Amritsar to Lahore . .		32·30		Amritsar to Lahore . . 10-4-62	32·30
			335·48			335·48
					Temporary line on metre gauge (62 miles), Lahore to Wazirabad, 12th April 1875.	
					Wazirabad to Naurungabad (38·00 miles), 10th April 1876.	
					Naurungabad to Jhelum (2·75 miles), 14th September 1876.	
	Lahore to Lála Músa . .		82·27		Lahore to Jhelum . . 6-10-78	103·06
	Lála Músa to Jhelum . .		20·79		The line was opened by sections on the standard gauge, using temporary diversions near Domeli, thus—	
	Jhelum to Ráwalpindi . .		76·38		Jhelum to Ratial, 1st January 1880 (15 miles)	
			179·44		Ratial to Ráwalpindi, 1st October 1880 (56 miles).	
					The diversions were abolished on 8th May 1882, and the complete $\frac{1}{80}$-graded through line established thus—	
					Jhelum to Ráwalpindi (70·50 miles).	
					But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to $\frac{1}{100}$ have been opened, and the present length of line on 31st March 1897 is—	
					Jhelum to Ráwalpindi .	76·38
						179·44
	Carried over .		514·92		Carried over .	335·48 / 179·44

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
From Gháziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. Up to the 31st March 1898, 92·61 miles have been relaid with 68lb. bull-headed steel rails, 19·67 miles with 68lb. double-headed steel rails, 17·02 miles with 73lb. bull-headed steel rails, 97·25 miles with 75lb. flat-footed steel rails and 0·78 mile with flat-footed 70lb. steel rails. On the Phillour-Amritsar section the earthwork from Amritsar to the Beas (26·20 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line. The original Delhi section bull-headed 60lb. rails have been renewed with the bull-headed 68lb. rails, with the exception of some short lengths on bridges. From Phillour to Amritsar the rails are laid on wooden sleepers for 32·50 miles, and on cast-iron (oval and round) pots for 43·34 miles. On the Beas and East Beyne bridges (aggregating 1·15 miles), the rails are flat-footed, 70lb. steel, the former laid on longitudinal timbers and the latter on cast iron pots. From Amritsar to Lahore the earthwork and bridges are for a single line; 13·05 miles have been relaid with bull-headed 68lb. steel rails, of which 8·92 miles are on cast-iron pots and 4·13 miles on wooden sleepers; the remaining 19·25 miles of the old Punjab section 68lb. rails have been relaid with 75lb. flat-footed rails on wooden sleepers.	The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North Western State railway. The section from Gháziabad to Amritsar (first called the Delhi Railway and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey & Co. entered into a contract for the construction of the line in five years. The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line. The section from Amritsar to Lahore was commenced on the 8th February 1859.
The line from Lahore to Pesháwar is constructed for a single track. From mile 823 to 825, the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. steel rails on Indian Midland railway iron pots. From mile 825 to 828 the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. steel rails on wooden sleepers; from mile 828 to 848, the old flat-footed 60 lb. iron rails have been replaced by double headed 75lb. steel rails on wooden sleepers. From mile 848 to Gujrát the rails are 75lb. flat-footed steel, excepting one length, of 1·55 miles, where flat-footed 62lb. steel rails are laïd. The sleepers throughout are wooden. From Gujrát to Pesháwar Cantonment the rails are 62lb. steel, with the exception of isolated lengths, aggregating 73·50 miles of track, of 75lb. flat-footed steel, and 4·88 miles of 64lb. double-headed rails. The whole length is laid with wooden sleepers, except 40·70 miles with steel sleepers and 1 mile with cast-iron oval pots.	The dates of orders for survey and construction of the Lahore-Pesháwar section are as follow: *Dates for survey.* Jhelum to Ráwalpindi, 8th November 1864. Lála Músa to Miani junction, September 1877. Ráwalpindi to Khusálgarh, September 1879. Jhelum to Ráwalpindi for improvement of grades, February 1886.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XI	North Western—*contd.*		Miles.		
	Brought forward	514·92		Brought forward	335·48 / 179·44
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			MAIN LINE AND BRANCHES (Commercial)—*contd.*	
	Main line—			*Main line*—	
	Ráwalpindi to Pesháwar Cantonment	104·82		Ráwalpindi to Háji Shah (59 miles) opened on 1st January 1881, and Háji Shah to Fort Attock (4 miles) on 1st May 1881; but this aggregate of 63 miles to Fort Attock was reduced to 58¼ miles to Attock bridge, consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048½ to 1,058 (Campbellpur to Khairabad) on 31st May 1883.	
				Thus, Ráwalpindi to Attock bridge	58·62
				Attock to Khairabad . 31-5-83	2·37
				Khairabad to Pesháwar City 1-5-82	41·45
				Pesháwar City to Pesháwar Cantonment . . . 1-1-83	2·38
					284·26
	Branches—			*Branches*—	
	Siálkot branch—			*Siálkot branch*—	
	Wazirabad to Siálkot	26·49		Wazirabad to Siálkot 1-1-84	26·49
	Carried over	646·23		Carried over	646·23

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge

Details of construction.	REMARKS.
The chief works on the Lahore-Ráwalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan; the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original $\frac{1}{50}$-grades have now been improved to $\frac{1}{100}$; and the Taraki quarry.	*Dates for construction.* Lahore to Jhelum . . . . . 2-10-69 Jhelum to Ráwalpindi . . . . 17-9-77 Lála Músa to Miani . . . . . 24-7-78 Ráwalpindi to Khusálgarh . . . . Sept. '79 Ráwalpindi to Pesháwar City . . . 3-10-79 Pesháwar City to Pesháwar Cantonment . 1-1-83 Maini to Jhelum river . . . . 4-3-81 Maini to Bhera . . . . . 25-10-81 Maini to Khewra . . . . . 27-1-82 Wazirabad to Siálkot . . . . 19-4-83 Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from metre to standard gauge . 27-11-84 Grades, Jhelum to Domeli . . . . Nov. '86 „ Domeli to Soháwa . . . 31-10-91 „ Soháwa to Gujar Khan . . . 18-4-89 „ Gujar Khan to Ráwalpindi . . 28-2-92 It was originally intended to construct the line from Lahore to Pesháwar (formerly known as the Punjab Northern state railway) on the standard gauge; but the metre gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the standard gauge to be reverted to.
The chief works on the Ráwalpindi-Pesháwar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus. The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Pesháwar is, however, only partially fenced.	Of the metre gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the standard gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned. The final conversion of the main line of railway between Lahore and Jhelum from metre to standard gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes. In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the metre gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875. The standard gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Pesháwar, a distance of 1,555 miles.
The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are as noted below: 62lb. flat-footed steel on wood sleepers 7·50 miles 70 „ „ „ „ 1·50 „ 60 „ „ iron „ 24·83 „ 60 „ „ „ on steel sleepers 1·67 „ 35·50 } From Wazirabad to the frontier of the Kashmir state. On the Kashmir section, the ballast used is broken stone of excellent quality. Both sections are unfenced.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XI	**North Western**—*contd.*	Miles.	Miles.			Miles.
	Brought forward . .	646·23		Brought forward		646·23
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			MAIN LINE AND BRANCHES (Commercial)—*contd.*		
	Wazirabad-Lyallpur branch—			*Wazirabad-Lyallpur branch*—		
	Wazirabad (885 miles from Kiámari on the North Western railway) to Lyallpur . .	95·68		Wazirabad to Hafizabad	15-8-95	37·37
	allpur to Toba Tek Singh .	49·00		Hafizabad to Sangla Hill	1-1-96	31·10
	Lyba Tek Singh to Khanewal .	56·00		Sangla Hill to Lyallpur	15-2-96	27·21
		200·68				95·68
	Kashmir branch—			*Kashmir branch*—		
	Siálkot to the frontier of the Kashmir state . .	8·49		Siálkot to the frontier of the Kashmir state .	15-3-90	8·49
		209·17				104·17
	Main line—			*Main line*—		
	Lahore to Khánpur . . .	355·00		Lahore to Mooltan . .	24-4-65	207·82
				Mooltan to Muzaffarabad .	21-8-70	6·89
				Muzaffarabad to Khánpur .	1-7-78	140·29
						355·00
	Carried over .	1,210·50		Carried over		1,105·40

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The line is constructed for a single track. The permanent-way consists of second-hand 60lb. bull-headed, 68lb. double-headed and 60lb. flat-footed rails obtained from the renewals of the North Western State railway, laid on second-hand serviceable wooden or trough sleepers. For the present the line is being ballasted to about $\frac{1}{8}$ of the full section, with stone ballast obtained from quarries at the Sangla hill, which is about 70 miles from Wazirabad.	This line, which is a portion of the project known as the Wazirabad-Mooltan railway, 200·34 miles in length, was surveyed and estimated for in 1892-93. It branches off from the North Western State railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 95·68 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earthwork, masonry of bridges, and other masonry work.
The Lyallpur-Khanewal extension will be almost a surface line throughout, with grades not exceeding 1 in 300. With the exception of the Ravi bridge—probably 5 spans of 100 feet—there are no large or difficult engineering works.	The length of 95·68 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and will be treated as a quarry siding. The construction of the Lyallpur-Toba Tek Singh section was provisionally sanctioned in December 1895. Work was commenced in 1897.
The banks are low throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahas to be crossed—are generally small, with the exception of one 6 × 40 feet girders over the main canal at mile 829·50 from Kurrachee, and another 3 × 40 feet at mile 793·25 over the Jhang branch canal.	The object of the line is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Rechna Doab as it becomes fertilized by the supply of canal water. The line is being laid with second-hand North Western State railway and new wooden sleepers.
Girders for all bridges have been supplied from the old stock of the North Western State railway.	
From Lahore to Ráewind the earthwork and bridges are for a single track. From Ráewind south distant signal to Muzaffarabad (188·49 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68lb. iron rails have been in parts (aggregating 188·49 miles) replaced with double-headed 68lb., bull-headed 73lb., flat-footed 75lb., and bull-headed 77½lb. and 62lb. flat-footed steel rails. The line from Muzaffarabad to Khánpur is constructed for a single track. It was originally laid with flat-footed iron rails 60lb. to the yard, but 18·29 miles have been replaced with 62lb. flat-footed steel rails, and 122·00 miles with 75lb. flat-footed steel rails. The sleepers are wooden, except 73·17 miles which are laid with steel transverse sleepers. On the 1st January 1889, Muzaffarabad junction was closed and Sher Shah junction opened in connection with the Sind-Sagar loop.	The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on the 8th February 1859. The dates of orders for survey and construction of the section from Muzaffarabad junction to Khánpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. It was opened partly on the 21st August 1870 and partly on the 1st July 1878.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
XI	**North Western**—*contd.* Brought forward		1,210·40		Brought forward		1,105·40
	MAIN LINE AND BRANCHES (Commercial)—*contd.*				MAIN LINE AND BRANCHES (Commercial)—*contd.*		
	Khánpur to Rohri	132·05			Khánpur to Rohri	1-7-78	132·05
	Rohri to Sukkur	2·64			Rohri to Sukkur	27-3-89	2·64
	Sukkur to Kotri	225·36			Sukkur to Rádhan	1-10-78	79·26
			360·08		Rádhan to Laki	27-10-78	70·54
					Laki to Kotri	8-10-78	75·59
							360·08
	Kotri to Kurrachee Cantonment	102·59			Kotri to Kurrachee City	13-5-61	104·89
	Kurrachee Cantonment to Kurrachee City	2·30			Kurrachee City to Kiámári (including Napier Mole line)—		
	Kurrachee City to Kiámári (including Napier Mole line)	3·06			For goods traffic	16-6-89	3·06
			107·95		For passenger traffic	5-11-91	
							107·95
	Branches—				*Branches*—		
	Phulji to Puranadera	2·57			Phulji to Puranadera—		
	Sukkur to Sukkur Bandar	1·25			For goods traffic	1-6-82	2·57
	Kotri to Kotri Bandar	1·14			Sukkur to Sukkur Bandar	1-10-78	1·25
			2·39		Kotri to Kotri Bandar	1-4-89	1·14
							2·39
	*Meean Meer chord line**—				*Meean Meer chord line**—		
	Meean Meer East to Meean Meer West		2·13		Meean Meer East to Meean Meer West	10-12-91†	2·13
	Kotri-Rohri (Chord) Line—				*Kotri-Rohri (Chord) Line*—		
	Kotri (107·95 miles from Kiámári) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway)	5·30			Rahoki to Shahdadpur—		
	Rahoki on the Hyderabad-Shadipalli railway (119·52 miles from Kiámári) to Rohri (298·43 miles from Kiámári) on the North Western State railway	178·91	184·21		For goods traffic	15-11-96 / 21-1-96‡	39·00
					For public traffic	16-12-96	
					Shahdadpur to Rohri—		
					For goods traffic	15-11-96	139·91
					For public traffic	16-12-96	
							178·91
	Carried over		1,869·70		Carried over		1,759·40

NOTE.—The total sanctioned mileage is 190·48 miles of which 6·27 miles, the distance between Hyderabad and Rahoki, are in abeyance. Communication, however, exists between these two stations by the Hyderabad-Shadipalli railway.

* This is a military line and is not intended to be used for ordinary public traffic.
† This was the date on which the line was ready for being opened for traffic after the Consulting Engineer's inspection.
‡ This is the date on which the line was opened for goods traffic and worked by construction trains.

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The section from Khánpur to Kotri is constructed for a single track and with flat-footed iron rails 60lb. to the yard, and flat-footed steel 62lb. and 75lb. flat-footed and 73lb. bull-headed steel rails, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri and the cutting through the Laki pass.	The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows: *Date for survey.* Khánpur to Kotri . . . 30-10-69 *Dates for construction.* Khánpur to Rohri . . . 8-11-71 Sukkur to Kotri . . . 4-11-72 The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic; it was originally treated as a siding, but is now shown as a branch line. The line from Khánpur to Kotri was commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee City to Kiámári was virtually completed on the 12th November 1887. The double line from Kiámári to Pipri (26·12 miles) was opened to traffic on the 20th June 1897.
Ordinary double-headed rails, 65lb. to the yard, were originally laid on sleepers of creosoted pine; but they are being renewed with steel rails, 78·20 miles having been relaid with 75lb. flat-footed, 28·75 miles with 68lb. double-headed, and 1·00 mile with 77½lb. bull-headed steel rails up to the 31st December 1897. From Kiámári station to Kotri station (except over the Malir bridge) the line is double. From Meean Meer East to Meean Meer West, including the siding to the commissariat yard (3·55 miles), the line is constructed of second-hand 68lb. double-headed iron rails and second-hand wooden sleepers. The line is unballasted, but is fenced.	The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887 and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890.
The Kotri-Rohri (Chord line) traverses the valley of the Indus on its left bank, crossing that river at Kotri with a bridge of 5 spans of 350 feet girders and one land span of 100 feet. Earthwork is heavy on the approaches to the bridge and at the entrance to Rohri. On the remainder of the length the earthwork is nowhere heavy and on the Desert section of 40 miles very light. On the Kotri approach to the bridge the gradient is 1 in 150, and passing through the hills into Rohri 1 in 300, otherwise the maximum gradient is 1 in 500. The curves are as a rule very flat, the sharpest curve is on the Kotri approach to the Indus bridge and has a radius of 1,300 feet. All bridges over 2 feet span, except those on the Kotri approach to the Indus bridge, and that bridge are being built for a double line. The permanent-way consists of 75lb. flat-footed steel rails laid on creosoted pine sleepers without bearing plates. Eleven sleepers per 30 feet rail. Ballast will ultimately consist of broken stone, but at present the line is packed with earth. Sidings are being laid with second-hand materials.	The necessity for this railway is caused by the set of the Indus on its right bank which has rendered the line along that bank dangerous, and owing to the frequent breaches, has caused communication with Karachi to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36·51 miles on the through distance from the Punjab to Karachi, and will also give an alternative route to Quetta. The survey was ordered in October 1894, construction, exclusive of the Indus bridge, in November 1894, and the Indus bridge in September 1895, although the design was not fixed until March 1896.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
XI	**North Western**—*contd.*						
	Brought forward . .		1,869·70		Brought forward .		1,759·40
	MAIN LINE AND BRANCHES (Commercial)—*concld.*				MAIN LINE AND BRANCHES (Commercial)—*concld.*		
	Ferozepore branch—				*Ferozepore branch*—		
	Ráewind to Ganda Singhwála	23·50			Ráewind to Kasúr . .	15-4-83	16·50
	Ganda Singhwála to Ganda Singh Bandar . . .	2·75			Kasúr to Ganda Singhwála	10-6-83	7·00
	Ganda Singh Bandar to Hussainiwala . . .	2·50			Ganda Singhwála to Ganda Singh Bandar .	15-12-83	2·75
	Hussainiwala to Ferozepore City . . .	2·00			Ganda Singh Bandar to Hussainiwala . .	8-5-87	2·50
	Ferozepore City to Ferozepore Cantonment . . .	2·00			Hussainiwala to Ferozepore City	1-10-92	2·00
			32·75		Ferozepore City to Ferozepore Cantonment . .	1-10-88	2·00
							32·75
	Hussainiwala to Ferozepore Cantonment . . .		4·00*		Hussainiwala to Ferozepore Cantonment . . .	8-5-87	4·00*
	Pathánkot branch—				*Pathánkot branch*—		
	Amritsar *viá* Batála and Gurdáspur to Pathánkot		66·70		Amritsar to Dínanagar .	1-1-84	51·22
					Dínanagar to Pathánkot .	8-6-84	15·48
							66·70
					TOTAL MAIN LINE AND BRANCHES .		1,862·85
	FRONTIER SECTION (Military)—				FRONTIER SECTION (Military)—		
	Sind-Sagar railway and Khusálgarh branch—				*Khusálgarh branch*—		
	Khusálgarh branch—				Golra junction to Langar .	1-4-81	60·50
	Golra junction to Khusálgarh .		70·16		Langar to Khusálgarh .	16-4-81	9·66
					Khusálgarh, new station .	13-7-83	
							70·16
	Carried over .		70·16	1,973·15	Carried over .		1,862·85 / 70·16

*This is a military line and is not intended to be used for ordinary public traffic.

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Ferozepore branch was originally laid with part-worn Delhi section bull-headed 60 lb. steel-faced rails on second-class wooden sleepers. These have been replaced on 6 miles with 68 lb. bull-headed steel rails on cast-iron pot-sleepers; 16·75 miles with 75 lb. flat-footed rails on deodar sleepers, and on 10·50 miles with 75 lb. flat-footed rails on steel trough sleepers. A new length of two miles has been constructed from Hussainiwala to Ferozepore City and joined to the old back shunt line which runs from Ferozepore Cantonment to the City station; the entire length being laid with 75 lb. flat-footed rails on deodar sleepers and fully ballasted and fenced. The new length of line runs between the City and Arsenal. The old line from Hussainiwala to Ferozepore Cantonment, which runs on the further side of the Arsenal from the City, has not been dismantled but is closed for traffic. The rails on the Kaiser-i-Hind bridge are 75 lb. flat-footed steel.	The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887.
The line is three-fourths ballasted, and the banks and bridges have been made up to the full width of 20 feet for a single track. The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-feet girders on brick piers, and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river. The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge. The Ferozepore branch is wholly fenced.	The construction of the branch from Hussainiwala to Ferozepore City was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.
The Pathánkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathánkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Pathánkot is 326·45 feet, the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,000 feet. Steel rails, 64·95 miles with 62 lb. flat-footed, and 1·75 miles with 68 lb. double-headed rails, have been used. The whole line is fenced.	The survey of the Pathánkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881. The line was at first worked, under agreement, by the North Western State railway. It was absorbed into the North Western State railway system on the 1st April 1892.
The line from Golra junction to Khusálgarh is constructed for a single track. The rails are flat-footed steel, 62 lb. to the yard, spiked to transverse wooden sleepers. The Khusálgarh branch is unfenced, except at stations.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XI	North Western—*contd.*			Miles.		
	Brought forward .		70·16	1,973·15	Brought forward .	1,862·85 / 70·16
	FRONTIER SECTION (Military)—*contd.*				FRONTIER SECTION (Military)—*contd.*	
	Sind-Sagar railway—				*Sind-Sagar railway*—	
	Main line—				*Main line*—	
	Lála Músa (82·37 miles from Lahore) to Malakwál .	44·97			Lála Músa to Malakwál . 10-2-86	44·97
	Malakwál to Chenab west bank	294·78			Malakwál to Bhakkar . 15-8-87	175·40
	Chenab west bank to Chenab east bank . . .	2·49			Bhakkar to Chenab west bank 22-1-87	119·38
	Chenab east bank to Sher Shah	2·39			Chenab west bank to Chenab east bank . . . 1-2-90	2·49
			344·63		Chenab east bank to Sher Shah . . . 1-1-89	2·39
						344·63
	Branches—				*Branches*—	
	Bhera branch—				*Bhera branch*—	
	Malakwál to Bhera . .	18·00			Malakwál to Bhera . . 15-3-87	18·00
	Bhaganwala branch—				*Bhaganwala branch*—	
	Haranpur to Bhaganwala .	7·73			Haranpur to Bhaganwala—	
					For goods traffic . . .	7·73
	Khewra branch—				*Khewra branch*—	
	Chalisa junction to Khewra salt mines .	6·36			Chalisa junction to Khewra salt mines . . . 15-8-87	6·36
	Khewra to Dandot .	2·15			Khewra to Dandot—	
			8·51		For coal traffic . . 1-8-89	2·15
	Mári branch—				*Mári branch*—	
	Kundián to Miánwáli .	9·00			Kundián to Mári . . 15-3-92	36·32
	Miánwáli to Mári .	27·32				
			36·32			
	Dera Gházi Khan branch—				*Dera Gházi Khan branch*—	
	Mahmúd Kot to Gházi ghát .	12·11			Mahmúd Kot to Gházi ghát 1-4-87	12·11
			82·67			82·67
					Total Sind-Sagar railway with branches and Khusálgarh branch	497·46
	Carried over		497·46	1,973·15	Carried over	1,862·85 / 497·46

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Sind-Sagar eastern section (formerly known as the Salt branch of the Punjab Northern state railway) was originally laid for a metre-gauge single track with 40 lb. rails. It has since been converted into a single standard gauge line. From Lála Músa junction to Malakwál the rails are flat-footed steel 75 lb. to the yard, laid on transverse wooden sleepers; and from Malakwál to Bhera the rails, taken from the main line, are old iron flat-footed, 60lb. to the yard, laid on wooden sleepers. The rails used on the Sind-Sagar, western section, are steel, 75lb. to the yard, 182·10 miles on steel sleepers, 10·10 miles on steel and wood mixed, and the remainder with wooden sleepers.	The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian railway systems. The orders for the survey were issued in October 1884, and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3·50 miles) between Malakwál and the Jhelum river.
The steepest gradient on the main line is 1 in 100. The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank. The permanent-way on the Bhaganwala branch consists of iron flat-footed 60 lb. rails laid on serviceable deodar sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips. On the Khewra branch there are two gradients; one 0·76 mile long of 1 in 53·54 and 1 in 60, and another 0·46 mile long of 1 in 100. The sharpest curve on the main line is 3°, on the branches 818·5 feet is the sharpest, except on the Khewra branch, where there are five curves of 1,000 feet radius. The earthwork is light throughout. The bridging is light. With the exception of the bridge over the river Jhelum between Malakwál and Haranpur, the longest on the main line is a bridge of 10 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river. On the Kundián-Miánwáli section of the Mári branch the permanent-way consists of 75lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run. The Miánwáli-Mári section is laid with second-hand iron rails, 60lb. to the yard, on wooden sleepers, and ballasted with 8 cubic feet of shingle per foot run. The branch is unfenced throughout. The bridging is light between Kundián and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge of 5 spans of 40 feet girders over the Jabba nullah. The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius. On the Dera Gházi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level. Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53·54.	The line from Haranpur to Bhaganwala was sanctioned as a siding on the 13th July 1894 primarily for developing the new colliery at Bhaganwala. It has subsequently been decided to open this length for passenger traffic. The lengths from Kundián to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively. The branch runs parallel to the Indus, ending at Mári on the Indus opposite Kalabagh. It will eventually be connected with the branch from Attock now under construction. The lines from Darya Khan to Dera Ismail Khan ferry and from Gházi ghát to Dera Gházi Khan ferry were opened on the 10th February 1888 and closed to traffic from May 1888. [The lines from Lála Músa to Malakwál and from Malakwál to Bhera have replaced the old metre gauge line, *viz.*: Lála Músa to Miani on the Jhelum opposite Pind Dádan Khán . . 53·75 Miani to Bhera . . 8·75 Miani to Khewra (abandoned) . . 10·00 72·50 The dates of opening of the metre gauge line were as follow: Lála Músa to Bahá-ud-dín (28·50 miles) on the 1st January 1880.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
XI	North Western—*contd.*						
	Brought forward . .		497·46	1,973·15	Brought forward .	1,862·85 497·46	
	FRONTIER SECTION (Military)—*contd.*				FRONTIER SECTION (Military)—*contd.*		
	Mari-Attock—						
	Cambellpore Cantonment to Basál (New Pind Sultani) .	25·00					
	Jand near Langar to mile 74 .	33·00					
	Mile 74 to Daud Khel (Mári) .	22·00					
			80·00*				
	Sind-Pishin railway—				*Sind-Pishin railway—*		
	Main line—				*Main line—*		
	Ruk junction (Point No. 5) to Sibi south distant signal . .	132·32			Ruk to Sibi—		
	Sibi to Bostán . .	135·83			For coaching traffic .	2-5-80	132·32
	Base of Bostán triangle loop . . .	0·31			For goods traffic .	1-7-80	
	Bostán to Gulistán .	29·62			Sibi to Sharigh—		
	Gulistán to Kila Abdulla	8·17			For goods and parcels traffic	20-3-87	74·70
	Kila Abdulla to Chaman	29·40			For coaching traffic .	28-8-87	
			335·65		Sharigh to Bostán . .	28-8-87	61·13
					Base of Bostán triangle loop		0·31
					Bostán to Kila Abdulla—		
					For goods traffic . .	25-1-88	37·79
					For coaching traffic .	8-2-88	
					Kila Abdulla to Chaman .	1-1-92	29·40
					Total Sind-Pishin railway . .		335·65
	Carried over .		913·11	1,973·15	Carried over .		1,862·85 833·11

* The total length from Daud Khel (Mári) to Cambellpore Cantonment is 96 miles, of which 80 miles are new line and 16 miles are a part of the existing Kuhsalgarh branch of the North-Western State railway.

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The bridge over the Chenab at Sher Shah was opened on the 1st February 1890. It consists of 17 spans of 200 feet on double hexagonal wells founded 107 feet below rail-level and 75 feet below low-water, and has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with teak scantlings. A special feature of the bridge is the reduction of water-way effected as compared with other works of its class. The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level. The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5¼ feet thick. All the wells are hearted with a 10 feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete. The girders are the ordinary triangulated type with rails on bottom booms. The cross girders are lengthened out on each side to support two footways.	Bahá-ud-dín to Hariah (10·50 miles) on the 1st February 1880. Hariah to Miani (14·75 miles) on the 10th April 1880. Miani to Bhera (8·75 miles) on the 2nd February 1882. Miani to Khewra (10 miles) on the 1st January 1883.
This scheme will complete the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar Kohistan. The works are those of a ghât line of the heaviest class. There are nine tunnels aggregating some two miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet high, as also other heavy bridging. The sharpest curve, which is 0·19 mile long, has a radius of 955 feet, and is situated between 62·02 and 62·21 miles from Campbellpore Cantonment. The ruling gradient is 1 in 83 compensated, and such grades occur as under: Cambellpore Cantonment to (Basál New Pind Sultani) . . . . . 10·89 Miles. Langar to Daud Khel (Mári) . . . 30·25 Miles. 41·14 Miles.	All works have been proceeded with during the year, to the extent of funds allotted. All tunnels and bridges were completed so far as to pass construction trains by the 31st March 1898, except the Chab tunnel, and Sohan bridge, which will be complete in August and December 1898, respectively.
Somewhat extensive protective works have been carried out to train the river through the bridge. The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62 lb. steel rails on wooden sleepers, 68 lb. double-headed rails on cast-iron pots, 82 lb. East Indian railway (very old) rails, and 84 lb. Great Indian Peninsula steel bull-headed rails on wooden sleepers and 75 lb. steel flat-footed on wooden sleepers on the 31st December 1897. From Sibi for a length of 39 miles the line is laid with double-headed rails, 75lb. to the yard, on Denham-Olpherts sleepers. The remainder of the line is laid with flat-footed steel rails, 75lb. to the yard, on steel trough sleepers. The line throughout has been constructed for a single track only, except from Gulistán to Chaman, which is double.	Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879. Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887. The re-grading operations between Sibi and Nákus have been completed; there is now no grade on that section virtually steeper than 1 in 55.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
XI	**North Western**—*contd.*	Miles. Miles.	Miles.		Miles.
	Brought forward . .	913·11	1,973·15	Brought forward .	1,862·85 833·11
	FRONTIER SECTION (Military)—*contd.*			FRONTIER SECTION (Military)—*contd.*	
	Muskhaf-Bolan—			*Mushkaf-Bolan railway*—	
	Sibi (Point No. 51) to Nárí Bank	4·81		Sibi (Point No. 51) to Quetta south distant signal . . . . (*a*)	86·74
	Nárí Bank to Kolpur . .	50·01			
	Kolpur to Quetta south distant signal . . .	24·92			
		86·74			
	Carried over .	999·85	1,973·15	Carried over .	1,862·85 919·85

(*a*) The railway was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Sind-Pishin section owing to the line being breached, but the line was actually opened on the 15th April 1897.

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
Ruling gradients are— 1 in 200 between Sibi and Nárí. 1 in 55 between Nárí and Dalújal. 1 in 68·4 between Dalújal and Spintangi. 1 in 55 between Spintangi and Nákus. 1 in 45 between Nákus and Sharigh. 1 in 50 between Sharigh and Khost. 1 in 42·3 between Khost and Khanai. 1 in 81·2 between Khanai and Bostán. 1 in 100 between Bostán and Gulistán. 1 in 39·8 between Gulistán and Chaman. From Nárí (459th mile from Kiámári) to Spintangi (449th mile) and from Dirgi (543rd mile) to Ghurkai (575th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (316th mile) the Khojak tunnel, 2½ miles long, occurs; the approaches to it on either side involve very heavy earthwork. The Sind-Pishin main line is fenced from Ruk junction to Jhatpat; the remainder of the line is unfenced.	
The line from the Bolán junction station, and from the Sibi station, follows the old Quetta loop to Nárí Bank station, about 5 miles from Sibi and 456·79 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nárí Bank, *viá* Kundalani to Hirók, has been dismantled except the first portion from Nári Bank to Rindli. The new line just constructed is on a completely new alignment between Nárí Bank and Kolpur, the actual length of the construction works being 58 miles. From Nárí Bank to the mouth of the Mushkaf Gorge (464 miles from Kurrachee), *viá* Sibi the line is over flat ground with light works. Between 464 and 466 miles the country is very difficult, involving six tunnels and two large bridges over the Mushkaf river. From 466 to 477 the country is more open, but the line crosses the Mushkaf river twice and has two tunnels. On the 478th mile is the Panir tunnel, 3,218 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being five tunnels of varying lengths, some exceptionally high embankments, and long deep rock cuttings. Thence to Mach at mile 498·37, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileages 481 and 491, where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley. Mach is an engine changing station about 3,250 feet above the sea. From Mach to Hirók (mile 506·34) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán. Between Hirók and Kolpur (513·80 mile) the works are again very heavy, involving numerous heavy rock cuttings, three tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.	The surveys of the Upper Bolán between Hirók and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirók about the beginning of January 1891. The field work was finished in June 1891, the plans and estimates being submitted to the Government of India in September 1891. The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891. The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line. Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were submitted to Governmen in 1893. These estimates were sanctioned by the Secretary of State in December 1893. Orders were issued in November 1895 for the completion of the double line between Ab-i-Gum to Kolpur. The Mushkaf-Bolan railway was incorporated with the North Western State railway from the 31st May 1896.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles. Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XI	**North Western**—*concld.*				
	Brought forward . .	999·85	1,973·15	Brought forward .	1,862·85 / 919·85
	FRONTIER SECTION (Military)—*concld.*			FRONTIER SECTION (Military)—*concld.*	
	Quetta loop—			*Quetta loop*—	
	Quetta south distant signal to Bostán (Point No. 1) .	20·51		Quetta south distant signal to Bostán (Point No. 1) . 28-8-87	20·51
	Nari Bank to Rindli (*Rindli branch*) . . .	13·81		Nari Bank to Rindli (*Rindli branch*)	13·81
		34·32	1,034·17	*Total Quetta loop* . .	34·32
				TOTAL FRONTIER SECTION .	954·17
				DOUBLE—MAIN LINE AND BRANCHES—(COMMERCIAL)—	
				Kiámári to Kurrachee City 30-6-97	3·06
				Kurrachee City to Kurrachee Cantonment . . . 13-5-61	2·31
				Kurrachee Cantonment to Pipri . . . 20-6-97	20·75
				Meean Meer East to Meean Meer West . . . 10-12-91	2·13
				DOUBLE—MAIN LINE AND BRANCHES—(MILITARY)—	
				Gulistán to Chaman . . 20-9-92	36·82
				A-bi-Gum to Kolpur . .	23·54
				TOTAL DOUBLE LINE .	88·61
	TOTAL .		3,007·32	TOTAL OPEN MILEAGE .	2,817·02
XII	**Hyderabad-Shadipalli**— Gidu Bandar on the Indus near Hyderabad to Shadipalli . .		58·91	Gidu Bandar to Shadipalli . 18-8-92	58·91

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
From Sibi to Nari Bank the permanent-way consists of 68 lb. double-headed and 68 lb. flat-footed (old) rails and wooden sleepers. These are being replaced by 75 lb. double-headed rails and Denham Olphert's sleepers. From Nari Bank to mile 461¼, 75 lb. double headed and 68 lb. flat-footed rails and cast iron chairs and deodar sleepers. From mile 461¼ to mile 484½, 75 lb. double-headed rails on Denham Olpherts pot sleepers. From mile 484½ to mile 490½, 75 lb. flat-footed rails on steel sleepers. From mile 490½ to Kolpur, 100 lb. flat-footed rails on steel sleepers, and from Kolpur to Quetta, 75 lb. flat-footed rails on steel sleepers.	
This section is unfenced.	
The Quetta-Bostán section has been laid with 75 lb. flat-footed rails on steel sleepers.	The line from Quetta to Bostán was completed in October 1886. The remaining portion of the Quetta loop, *viz.*, from Sibi to Quetta, together with the Mithri chord line, was made over to the Mushkaf-Bolán railway from the 1st November 1891 for reconstruction on a new alignment.
The works are light and the ruling gradient is 1 in 93·6.	
This section is unfenced.	
The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet:	

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
	1/60 and less	1/61 to 1/80	1/81 to 1/100	Length.	Radii.	
North Western—	Miles.	Miles.	Miles.	Miles.	Feet.	
Lahore district (1/100)	...	...	0·21	...	...	
Rawalpindi (1/100)	...	...	67·59	...	...	
Mile 955·50 between Lahore and Rawalpindi	...	...	...	0·21	955	
Sind-Sagar, Main line—						
Between Haranpur and Chalisa (1/100)	...	...	0·06	...	...	
Khusalgarh branch	1·23	12·42	9·21	...	...	
Bhaganwala ,, (1/100)	...	...	0·43	...	...	
Khewra ,,	...	1·59	0·45	...	...	
Sukkur bandar ,, (1/75)	...	0·08	...	...	...	
Sind-Pishin—						
Sibi to Nákus	...	30·30	5·50	6·49	Varying from 455 to 990 ft.	
Nákus to Bostán	22·70	18·96	6·89	9·99	Varying from 500 to 980 ft.	
Bostán to Yaru	...	...	1·42	...	...	
Gulistán to Chaman	25·14	3·16	1·24	7·56	Varying from 772 to 988 ft.	
Bostán to Quetta	...	...	5·39	0·20	Varying from 550 to 980 ft.	
Mushkaf-Bolan—						
Sibi to A-bi-Gum	...	19·46	4·20	...	...	Ruling gradient 1 in 55
A-bi-Gum to Mach	6·96	0·13	...	0·19	846 ft.	,, 1 in 33
Mach to Kolpur	14·21	0·38	...	0·90	Varying from 900 to 955 ft.	,, 1 in 25
Kolpur to Quetta	...	...	2·70	...	...	,, 1 in 100

The Jammu and Kashmir and Rájpura-Bhátinda railways are worked by the North Western State railway. The terms of working will be found in Appendices S and V to Part II of the Railway Administration Reports for 1890-91 and 1892-93, respectively. The former contract is under revision.	
This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second-hand flat-footed 60 lb. iron rails laid on deodar sleepers. Earth ballast is used, except at points and crossings.	The construction of this line was sanctioned on the 5th March 1891.
There is only one curve under a radius of 1,000 feet, *viz.*, 800 feet. It occurs in the 1st mile from Gidu Bandar, and is 922 feet in length.	It is worked by the North Western State railway for 45 per cent. of the gross earnings, including the hire of rolling stock *plus* actual cost of maintenance and Telegraph Department charges.

APPENDIX

Railways constructed and

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
XIII	**Oudh and Rohilkhand—**			Moghal Sarai to 3·25 mile	22-12-62	3·25
	Main line—			From 3·25 miles south of the Dufferin bridge to the Benares Ganges station	1-10-87	4·25
	Starting from the East Indian railway junction at Moghal Sarai, the main line up to the 1st December 1894 passed through Benares Cantonment, Jaunpur, Fyzabad, Bara Banki, Lucknow (junction for Cawnpore), Sháhjahánpur, Bareilly, Chandausi (junction for Aligarh), Moradabad and Roorkee, and joined the North Western State railway at Saháranpur junction. On the 1st December 1894 the main line was diverted to the chord between Bareilly and Moradabad *viâ* Rámpur, shortening the through route between Moghal Sarai and Saháranpur by 14·43 miles, Chandausi being placed on the loop line, and the main line mileage being		530·27	From the Benares Ganges station to Benares Cantonment	18-6-83	1·50
				Benares Cantonment to Sháhganj	5-1-74	56·00
				Sháhganj to Bilwái	1-5-74	7·00
				Bilwái to Málipur	17-4-74	9·00
				Málipur to Akbarpur	2-3-74	12·00
				Akbarpur to Fyzabad	10-6-73	36·00
				Fyzabad to Bara Banki	25-11-72	62·00
				Bara Banki to Lucknow	1-4-72	17·00
				Lucknow to Sandíla	1-2-72	30·00
				Sandíla to Hardoi	15-7-72	33·00
				Hardoi to Sháhjahánpur	1-3-73	39·00
				Sháhjahánpur to Farídpur	8-9-73	32·00
				Farídpur to Bareilly	1-11-73 / 2-12-73	13·00
				Bareilly to Moradabad (chord line *viâ* Rámpur)	8-6-94	56·07
				Moradabad to Nagina	8-10-84	47·25
				Nagina to Najíbabad	1-4-85	13·70
				Najíbabad to Saháranpur	1-1-86	58·25
						530·27
	Loop line—			*Loop line—*		
	Bareilly to Moradabad, *viâ* Chandausi		70·50	Bareilly to Ukka	22-12-73	5·00
				Ukka to Aonla	1-11-73	11·00
				Aonla to Chandausi	10-6-73	27·00
				Chandausi to Moradabad	28-10-72	27·50
						70·50
	Branches—			*Branches—*		
	Moradabad to Ghaziabad	87·00		*Ajodhya ghát branch—*		
	Ránupáli junction (126·75 miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ghát (*Ajodhya ghát branch*)	3·22		Ránupáli to Ajodhya ghát.	15-11-86	3·22
	Bara Banki junction (191 miles from Moghal Sarai) to Bahramghat (*Bahramghat branch*)	21·52		*Bahramghat branch—*		
				Bara Banki to Bahramghat	20-11-72	21·52
	Lucknow junction (208 miles from Moghal Sarai) to the East Indian railway at Cawnpore (*Cawnpore branch*)	45·45		*Cawnpore branch—*		
				Lucknow to Cawnpore	23-4-67	42·00
				Left bank Ganges to junction with the East Indian railway at Cawnpore	15-7-75	3·22
				Passenger approach to the East Indian railway at Cawnpore	21-2-88	0·23
						45·45
	Chandausi junction (398 miles from Moghal Sarai) to the East Indian railway at Aligarh (*Aligarh branch*)	60·60		*Aligarh branch—*		
				Aligarh to Rájghat	1-2-72	30·12
				Rájghat to Chandausi	28-10-72	30·48
						60·60
	Lhaksar junction (498 miles from Moghal Sarai *viâ* the chord line) to Hardwar (*Hardwar branch*)	17·06		*Hardwar branch—*		
				Lhaksar junction to left bank Ganges canal near Jawálapur	1-1-86	13·53
				Left bank Ganges canal near Jawálapur to Hardwar	20-8-86	3·53
						17·06
	Carried over	234·85	600·77	Carried over		748·62

D—*continued.*

in progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line.	The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalháti and Azímganj lines, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted.
The permanent-way at first adopted for the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers.	In 1880 the company was relieved from its obligation under the original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai junction station and the Dufferin bridge.
The Cawnpore branch which was originally laid with 36 lb. iron rails on corrugated iron pressure plates was afterwards relaid with 61 lb. iron on cast-iron bowls. These have since been entirely removed and have been replaced by 60 lb. steel rails on deodar and sâl sleepers.	
Up to 1889 the original iron rails had been replaced by 60 lb. steel rails, and since 1889 all renewals have been made with 75 lb. steel rails of the Indian State Railway pattern.	
On the northern extension, from Moradabad to Sahâranpur and the Hardwar branch (with the exception of 0·50 mile laid with 60 lb. iron rails), 75 lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made.	The construction of the Moradabad-Sahâranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company.
The permanent-way for the Bareilly-Rámpur-Moradabad railway (now a part of the main line) is 75 lb. steel rails of the Indian State Railway pattern, laid on steel trough sleepers.	The Bareilly-Rámpur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line *viâ* Chandausi being thenceforth regarded as a Loop.
The Aligarh branch is laid with 60 lb. steel for 39·4 miles and 60 lb. iron rails for 21·20 miles, and 4 miles of steel sleepers, the remainder being pots. On the Bahramghat branch all the rails are 60 lb. iron with 4 miles of wrought iron saddle sleepers, the rest being of wood. The Ajodhya ghát branch is laid with 60 lb. steel rails and steel sleepers.	The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883.
The length of permanent-way of the different types as existing on 31st December 1897 is shown in the following table:	Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883.
	Sanction to the construction of the Ajodhya ghát branch was given on the 16th December 1884.

Rails.

LOCALITY.	73 lb. East Indian railway pattern double-headed iron rail.	60 lb. flat-footed iron rail.	60 lb. flat-footed steel rail.	75 lb. flat-footed Indian state railway steel rail.	75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
From Moghal Sarai—zero to 2·93 miles .	2·93	...	...	...	...	2·93
From mile 2·93 to Moradabad *viâ* the loop line, including Bahramghat, Cawnpore and Aligarh branches	...	82·91	156·38	296·87	13·98	550·14
Ajodhya ghát branch .	...	0·51	2·71	...	...	3·22
Moradabad to Sahâranpur, and the Hardwar branch .	...	0·20	0·68	...	135·38	136·26
Rae Bareli branch .	...	...	...	48·56	...	48·56
Bareilly-Rámpur-Moradabad chord line .	...	...	...	56·07	...	56·07
Kotdwara branch .	...	15·06	0·13	...	...	15·19
TOTAL .	2·93	98·68	159·90	401·50	149·36	812·37

Sleepers.

Cast-iron oval bowl.	Wrought-iron saddle.	Steel, McLellan and Smith's patent.	Steel trough.	Wooden.	TOTAL.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
352·47	58·78	215·68	91·14	94·30	812·37

There are four kinds of ballast in use on the line, *viz.*, sand or earth with a covering of broken brick or kunker, kunker, stone, and shingle.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XIII	**Oudh and Rohilkhand**—*concld.*					
	Brought forward . .		234·85	600·77	Brought forward	748·62
	Branches—concld.				*Branches*—concld.	
	Lucknow junction (208 miles from Moghal Sarai junction) to Rae Bareli (*Rae Bareli branch*)		48·56		*Rae Bareli branch*— Lucknow to Rae Bareli— For goods traffic . 18-10-93 / For passenger traffic . 26-10-93	48·56
	Najíbabad junction (472·02 miles from Moghal Sarai *viâ* the chord line) to the right bank of the Koh river opposite Kotdwára (*Kotdwára branch*) .		15·19	211·60	*Kotdwara branch*— Najibabad junction to the right bank of the Koh river opposite Kotdwara 24-12-96	15·19
	Rae Bareli-Benares chord line— Rae Bareli (48·26 miles from Lucknow) on the Oudh and Rohilkhand State railway to Benares Cantonment station on the Oudh and Rohilkhand State railway			138·69		
	TOTAL .			1,038·06	TOTAL OPEN MILEAGE . .	812·37
XIV	**Eastern Bengal**— EASTERN SECTION—				EASTERN SECTION—	
	Main line— Calcutta to Jagati junction .	107·25			*Main line*— Calcutta to Ránaghat . 29-9-62	45·25
	Jagati junction to 145th mile .	37·82			Ránaghat to Jagati junction 15-11-62	62·00
			145·07		Jagati junction to 145th mile 1-1-71	37·82
						145·07
	Branches— Jagati junction to river Ganges (*Kooshtea branch*) . .	3·77			*Branches*— Jagati junction to river Ganges (*Kooshtea branch*) . 16-2-64	3·77
	Kooshtea loop line . .	1·17			Kooshtea loop line . . 1-8-81	1·17
	Canal junction to Chitpore (*Chitpore branch*) . .	2·00			Canal junction to Chitpore (*Chitpore branch*) 25-8-73	1·88
	Rajbári to Goalundo . .	5·54			Portion in Chitpore yard for goods traffic . . 13-4-88	0·12
	Mile 145 to Panchooria .	4·74			Rajbári to Goalundo . 10-6-87	4·00
	Panchooria to Faridpore .	14·59			9-10-93	0·03
	Belgáchhi to the Ganges .	2·30			6-10-95	0·73
	Bhydea junction to Borat .	3·49			8-6-96	0·66
	Panchooria junction to the Ganges (*Fakirabad line*) .	5·50			15-7-96	0·12
			43·10		Mile 145 to Panchooria . 1-4-90	4·74
					Bhydia junction to Borat . 7-6-97	3·49
						20·71
	Carried over .		188·17		Carried over .	165·78

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The permanent-way for the Lucknow-Rae Bareli line is 75 lb. steel rails of the Indian State railway pattern, laid partly on deodar and partly on steel trough sleepers. The line, with the exception of 19 miles, is fenced throughout with wire fencing. There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet. With the exception of 0·50 mile laid with 60 lb. steel rails, the permanent-way for the Kotdwara branch consists of second-hand 60 lb. iron rails laid partly on cast-iron oval bowl and partly on wrought-iron saddle back sleepers removed from the main line. The ruling gradient on this branch is 1 in 100, of which there are five in number situate between miles 5 and 15 and aggregate 2·84 miles in length. There are no curves under a radius of 1,000 feet. The line is being constructed for a single line, to be used as a chord between Benares Cantonment and Lucknow and from the main line between these two stations. The works generally are light, the largest bridges being— Sai . . . . 4 spans of 100 feet. Chamoor . . . 4 „ 60 „ Bakli . . . . 3 „ 60 „ Burna . . . . 6 „ 40 „ Murna . . . . 3 „ 40 „ Mile 76 . . . . 5 „ 20 „ Naia Nala I . . . 2 „ 40 „ Naia Nala II . . . 2 „ 40 „ Rammaga . . 2 „ 40 „ Naia . . . . 1 „ 40 „ Spill . . . . 3 „ 20 „ Besides these, there are a number of smaller bridges and numerous irrigation drains. The line will be fenced with wire and stone posts. The ruling gradient is 1 in 500 and the sharpest curve is 2,865 feet. The permanent-way will consist of flat-footed steel rails 75lb. to the yard and transverse sâl wood sleepers. The ballast is of kunkur throughout and is obtained locally.	Sanction to the construction of the Lucknow-Rae Bareli-Jaunpur line was given on the 5th August 1891. The section from Lucknow to Rae Bareli was opened for traffic in October 1893. Sanction to the construction of the Kotdwára branch, which will serve the military station of Lansdowne, was accorded in October 1895. A tramway, constructed at the expense of Messrs. Carew & Co., connects the Rosa Sugar Factory with the Oudh and Rohilkhand State railway near Sháhjahánpur. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway also joins the Oudh and Rohilkhand State railway at Sháhjahánpur. The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889. Orders for construction were issued in October 1895 and work commenced in December of the same year.
The land and earthwork, as also the masonry of bridges and viaducts, are for a double line, but the girders put up are for a single line. Only one track has been laid, except from Calcutta to Naiháti, which was doubled in 1886, Naiháti to Ránaghat, doubled in 1892, and Ránaghat to Poradaha doubled in 1897. The rails are iron, double-headed, weighing 74 lb. to the yard, except over 109·46 miles on which the 74 lb. rails have been replaced by 30 feet steel rails weighing 73 lb. to the yard. The second track between Sealdah and Poradaha has been laid with double-headed steel rails weighing 73 lb. and 75 lb. to the yard on Denham-Olphert's sleepers. The Goalundo extension embankment is for a single track only. All small bridges are built for a double line, and the inside piles and girders of screw-pile bridges are made strong enough for a double line. The permanent-way is similar to that on the old main line. The sleepers used are sâl, creosoted pine, hardwood and cast-iron bowls. The wooden sleepers are gradually being replaced by Denham-Olphert's.	The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868. The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871. The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874. There is a branch, ½ mile in length, at Shámnagar which is treated as a siding. It was opened in April 1868. Owing to the encroachments of the river Ganges it became necessary in 1882 to construct a diversion between the 147th mile and Goalundo; 3 miles of this were opened on the 9th, and the remainder on the 15th August 1882. In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Panchooria, 6 miles east of Rajbári, was opened for goods traffic in August 1887, and used for country boat traffic only. It was opened for passenger traffic on the 1st April 1890. The survey of the Rajbari-Faridpore branch was ordered in December 1895. The construction of the line was sanctioned in February 1897 and the work started in March 1897.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
XIV	**Eastern Bengal**—*contd.*						
	Brought forward		188·17		Brought forward		165·78
	EASTERN SECTION—*concld.*				EASTERN SECTION—*concld.*		
	Porádaha branch—				*Porádaha branch*—		
	Porádaha (102·72 miles from Calcutta) to Bhairámára on the right bank of the Ganges	11·79			Porádaha to Bhairámára	19-1-78	11·79
	Bhairámára to Golabnuggur (Dámukdia station)	6·10			Bhairámára to Golabnuggur (Dámukdia)	8-12-83	6·10
			17·89				17·89
				206·06	*Total eastern section*		183·67
	SOUTHERN SECTION—				SOUTHERN SECTION—		
	Original line—				*Original line*—		
	Calcutta to Port Canning		27·79		Calcutta to Chámpaháti	2-1-62	15·00
	Junction with Eastern section		0·41		Chámpaháti to Port Canning	15-5-63	12·79
			28·20		Junction with Eastern section	15-8-85	0·41
							28·20
	Diamond Harbour line—				*Diamond Harbour line*—		
	Sonárpur to Magra Hát	14·85			Sonárpur to Baruipur	10-6-82	5·30
	Magra Hát to Diamond Harbour	12·69			Baruipur to Magra Hát	18-12-82	9·55
	Diamond Harbour towards Hara fort	0·42			Magra Hát to Diamond Harbour	25-4-83	12·69
			27·96		Diamond Harbour fowards Hara fort	25-4-83	0·42
							27·96
	Carried over		56·16	206·06	Carried over		183·67 56·16

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
	The Kooshtea branch has been reduced from 4 to 3·77 miles, owing to part of it having become a siding since the construction of the Kooshtea loop line. The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0·75 mile, have been taken up. The lines from Belgáchhi and Panchooria to the Ganges and from Rajbári to Lalgola (new station) were sanctioned for construction in February 1896. The Eastern Bengal railway was acquired by the State from the late Guaranteed Eastern Bengal Railway Company on the 1st July 1884, and on the same date the Porádaha branch of the Northern Bengal state railway was permanently amalgamated with the Eastern Bengal State railway.
The Porádaha branch is laid with rails, 72 lb. to the yard, on iron pot sleepers. The Dámukdia extension has been laid on sál sleepers with second-hand rails, 74 lb. to the yard, obtained from the East Indian railway. This section is fenced throughout.	Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on the 4th April 1876 and 22nd September 1883, respectively. A steam ferry in connection with the train services plies on the Ganges between Golabnuggur and Sára ghât. The doubling of the line between Naihâti and Sealdah was sanctioned in July 1884 and completed in 1886-87, between Naihâti and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892, and between Ránaghat and Porádaha junction was sanctioned in December 1895. The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia junction, about 16 miles from Porádaha station, and is treated as a siding. The Golbatan extension, 2·84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895, and is now complete, but not open yet to traffic. It will be treated as a siding.
The line from Calcutta to Port Canning is laid with a single track, except between Calcutta and Ballyganj which was doubled in October 1888, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piáli bridges which are adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73 lb. 30 feet steel rails on Denham-Olphert's sleepers. From Sonárpur to Port Canning the rails, 74 lb. to the yard, are laid generally on wooden sleepers; a short length, 0·25 mile, has been laid with Greaves' bowls.	The line from Calcutta to Port Canning was constructed under guarantee. In consequence of its having been worked at a loss since its opening, the company surrendered it to Government under the provisions of the contract on the 1st April 1868. The Beliagháta station, the Calcutta terminus of the late Calcutta and South-Eastern state railway, has been permanently closed, and trains of the southern section are now worked from the main station at Sealdah.
With the exception of the Usti Khal bridge, one span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid with new steel rails, 64 and 73 lb. to the yard, on Denham-Olphert's sleepers.	Orders for the Diamond Harbour survey were issued by the Government of Bengal in November 1878, and on the 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XIV	**Eastern Bengal**—*concld.*				
	Brought forward .	56·16	206·06	Brought forward .	183·67 / 56·16
	SOUTHERN SECTION—*concld.*			SOUTHERN SECTION—*concld.*	
	Budge-Budge extension—			*Budge-Budge extension*—	
	Ballygunge (4·25 miles from Sealdah on the Southern section) to Budge-Budge	13·66		Ballygunge to Budge-Budge—	
				For goods traffic . . 1-5-90 / For passenger traffic . 1-6-90	13·66
			69·82	*Total southern section* .	69·82
				DOUBLE—EASTERN SECTION—	
				Main line—	
				Calcutta to Naiháti .	1-8-86 23·23 / 21-3-87 0·26
				Canal junction to Chitpore .	13-4-88 1·88
				Naiháti to Kánchrapára .	20-4-92 4·69
				Kánchrapára to Ránaghat .	12-11-92 17·56
				Ranaghat to Aranghata .	7-8-97 5·50
				Aranghata to Bogoola .	17-9-97 6·75
				Bogoola to Krishnaganj Bazar	3-11-97 6·65
				Krishnaganj Bazar to Ramnagar	17-9-97 9·50
				Ramnagar to Poradaha .	7-8-97 27·58
					103·60
				DOUBLE—SOUTHERN SECTION—	
				Main line—	
				Sealdah to Ballygunge .	20-10-88 3·50 / 19-9-90 0·36
				Ballygunge to Brace Bridge junction . .	20-11-93 4·00
					7·86
				TOTAL DOUBLE LINE .	55·48
	TOTAL .		275·88	TOTAL OPEN MILEAGE (STANDARD GAUGE SECTION) . . .	253·49
XV	**Calcutta Port Commissioners'**—				
	Cossipore to Chandpal Ghât, Calcutta .	4·06		Bagbazar to Cossipore .	1-6-78 . 1·14
				Bagbazar to Meerbohur Ghât	1-11-75 . 1·76
				Meerbohur Ghât to Jetties .	1-6-78 . 0·84
				Jetties to Chandpal Ghât .	1-12-80 . 0·32
				Chandpal Ghât to Kidderpore docks . . .	1-1-87 . 2·16
					6·22
	Chandpal Ghât to Kidderpore docks . .	2·16			
	Shalimar branch—			*Shalimar branch*—	
	Telkul ghat road to Bhurpara khal at Shalimar	2·31		Telkul ghat road to Bhurpara khal at Shalimar .	11-12-84 2·31
	TOTAL .		8·53	TOTAL OPEN MILEAGE .	8·53

D—*continued.*

progress on the 31st March 1898.

WORKED BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Budge-Budge extension has been constructed for a double line between Ballygunge and Dock junction, and for a single line only between Dock junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73 lb. to the yard and of steel throughout, and the sleepers are almost entirely Denham-Olphert's. The total length of fencing provided on the southern section, including the Budge-Budge extension, is 47·50 miles. The grade 1 in 300 is the sharpest on the line and occurs at miles 4 and 6, Southern section, and miles 112, 129 and 131, Eastern section. The length of the longest one is 0·90 mile.	Sanction to the construction of the Kidderpore dock line, which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, amounting to ₹9,92,058, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished. Sanction to the construction of the Budge-Budge extension was given in November 1888 on an estimate amounting to ₹6,41,590. It was completed and opened to traffic in 1890. The Port Commissioners' tramway from Tolly's Nullak to Santoshpur (4·63 miles) has been taken over and now forms part of the Budge-Budge extension. Sanction to the construction of the double line from Ballygunge to Brace Bridge junction was given in November 1889. It was completed and opened in November 1893. A branch line, 2·50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge junction to Brace Bridge Hall. It is treated as a siding. On the 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways, and these lines are now worked as one combined system. The Eastern Bengal State railway was retransferred from Provincial to Imperial control with effect from the 1st April 1892.
The line is laid partly with iron and partly with steel rails, weighing 60lb. to the yard, on Maclellan's patent embossed sleepers and sal sleepers; packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The line is Jhama fenced with wire and iron standards. The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails. There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 750 feet and the lengths from 74 feet to 200 feet. The gradients up to 1 in 100 are: 1 of 1 in 80 . . . 300 feet in length, and 1 of 1 in 90 . . . 400 „ „ The Shalimar branch is laid partly with single-headed steel rails weighing 60lbs. to the yard, on Maclellan's patent embossed steel sleepers, and partly with East Indian railway second-hand iron rails laid on cast iron ordinary chairs spiked on teakwood sleepers. Packing is done with coal cinders and ballast. The line is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates.	The line from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal State railway and the Municipal railway, respectively. This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874. This line is really a single line, but there are a large number of sidings for crossing trains and loading goods. There is a bridge over the Circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary. From Chandpal Ghât to Kidderpore docks a line with sidings was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was opened to general goods traffic in 1891. The line is laid on the west side of the Howrah foreshore road and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of the Telkul ghat road. The line serves the workshops of Messrs. Burn and Company, the chawl golahs at Ramkrishtopore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The line is of a single track, and from it several sidings branch off to the jute and flour mills, etc.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.				Miles.
XVI	**East Coast—**			Miles.	Kistna Canal junction to Bezwada	15-7-97	*2·66
	Kistna Canal Junction to Bezwada	*2·66			*Main line—*		
	Main line—				Tadêpalli to Bezwada—		
	Tadêpalli to Bezwada	†2·99			For metre gauge traffic only	1-1-94	†2·99
	Bezwada station Facing Points to the distant signal of the Bezwada extension	0·22			Bezwada station Facing Points to distant signal of the Bezwada extension	10-2-89	0·22
	Bezwada to Kovvúr, right bank of the Gódávari opposite Rajahmundry (permanent line)	87·97			Bezwada to the south bank of the Gódávari	20-2-93	87·97
	Rajahmundry to Kovvúr	4·55			Gódávari, North to Vizianagram *viâ* Waltair—		
	Gódávari, North to Vizianagram *viâ* Waltair	158·92			For goods traffic	15-7-93	158·92
	Vizianagram to Parlákimedi Road	55·20			For passenger traffic	21-8-93	
	Parlákimedi Road to Palasa	33·11			Vizianagram to Parlákimedi Road	20-7-94	55·20
	Palasa to Berhampore-Ganjam	45·94			Parlákimedi Road to Palasa—		
	Berhampore-Ganjam to Rambha	29·56			For goods traffic	17-12-94	33·11
	Rambha to Khurda Road	61·54			For passenger traffic	1-4-95	
	Khurda Road to Bhubaneshwar	11·76			Palasa to Berhampore-Ganjam	1-4-95	45·94
	Bhubaneshwar to Cuttack Road (Barang)	10·32			Berhampore-Ganjam to Rambha—		
			502·08		For goods traffic	1-9-95	29·56
	Branches—				For passenger traffic	15-10-95	
	Samalkot junction (32·50 miles from Gódávari, North) to Cocanada port (*Cocanada branch*)	10·33			Rambha to Khurda Road	1-3-96	61·54
	Waltair junction (125·50 miles from Gódávari, North) to Vizagapatam, including Wharf and Swamp lines (*Vizagapatam branch*)	4·97			Khurda Road to Bhubaneshwar—		
	Khurda Road (372·75 miles from Gódávari, North) to Puri (*Puri branch*)	25·34			For goods traffic	20-7-96	11·76
	Puri Branch extension	1·84			For passenger traffic	1-9-96	
			42·48		Bhubaneshwar to Cuttack Road (Barang)	1-2-97	10·32
					Branches—		
					Cocanada branch—		
					Samalkot junction to Cocanada port—		
					For goods traffic	15-7-93	10·33
					For passenger traffic	21-8-93	
					Vizagapatam branch—		
					Waltair to Vizagapatam, including wharf, 0·82 mile—		
					For goods traffic	15-7-93	4·97
					For passenger traffic	21-8-93	
					Swamp line—		
					For goods traffic	1-10-94	
					Puri branch—		
					Khurda Road to Puri	1-2-97	25·34
			544·56		TOTAL OPEN MILEAGE		538·17
XVII	**Bezwada-Madras (Ennúr-Bezwada section)—**						
	Main line—						
		Miles.					
	From the terminus of the present Madras-Ennúr section at Ennúr to junction with the South Indian railway at Gudur.	74·60					
	From the present terminus of the South Indian railway at Nellore to junction with the East Coast State railway at Tadêpalli	155·26					
			229·86‡				
	Carried over		229·86				

*Standard gauge. Not included in total, as the mixed gauge was opened on the 1st January 1894.

†Including 2·66 miles (mixed gauge) and 0·33 mile (metre gauge).

‡ Excluding 24·24 miles of the existing South Indian, metre gauge, railway between Gudur and Nellore to be taken over and connected to the standard gauge.

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The permanent-way on the open line consists of 75 lb. flat-footed steel rails, 263 miles being laid with wooden and the rest with steel pea-pod sleepers. The ruling gradient is 1 in 150, aggregating 75·96 miles in length. The following are the important bridges: Kistna . . . . 12 spans of 300 feet. Gódávari (unopen) . . 19 „ „ 250 „ Tuni . . . . 4 „ „ 100 „ Anakápalle . . . 6 „ „ 100 „ Beemasingha . . . 5 „ „ 100 „ Nelamarla . . . 4 „ „ 100 „ Lyángulya . . . 7 „ „ 150 „ Vamsadhára . . . 19 „ „ 70 „ Rushikulya . . . 10 „ „ 150 „ On the length Waltair to Junction (mile 212·50) or a total length of 4 miles the bridges and earthwork are constructed as for a double line, the remainder of the line is constructed for a single line only in all details. There are no curves under a radius of 1,000 feet. The line is fenced only at stations.	The survey of this line, excepting the Puri branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by state agency. The portion beyond Cuttack Road with the Mahanadi bridge has been taken over by the Bengal-Nágpur Railway Company for construction. The construction of the Puri branch was sanctioned in December 1894. Pending the completion of the Gódávari bridge, the traffic across the Gódávari river is worked by a steam ferry. This service was formerly worked by a steamer hired from the Gódávari District Board, to whom ferry working was leased yearly by the railway, but during the year the railway has acquired and brought into working a flotilla consisting of 2 steamers and 10 barges of its own, with which, in future, it is intended to work the ferry transhipment (till completion of the bridge) and also river out-agencies worked in connection with the railway.
The line, which is a continuation of the East Coast State railway, will be the southern link of the main line of direct communication between Calcutta and Madras. It runs almost parallel to the sea and at a short distance from it except for a length of about 40 miles south of the terminus of the East Coast State railway at Tadêpalli, a station 2·99 miles to the south of Bezwada. The line traverses a country consisting mostly of fertile cultivated land, a great part of which is under irrigation from canals or tanks, but a portion of the central part of the line runs over a laterite country, while towards the northern end 24 miles are on pure sand which drifts, and the banks and cuttings will require protection. The line is being constructed for a single track. The earthwork will be light, but on the second or Penner division between miles 85 and 107 from Madras on the existing South Indian railway metre gauge line, the Gudur-Nellore section of which is to be converted from metre to standard gauge, also on the third or Ongole division from miles 146 to 153 and miles 159 to 174 from Madras, where some of the important rivers are crossed, the work is moderately heavy.	The construction of the line was sanctioned in July 1895. Acquisition of land was commenced in the first and fourth divisions (Pulicat and Bapatla) in October and November 1895 respectively and later on in the Penner and Ongole divisions. Re-alignments, chiefly in the Pulicat, Penner and Bapatla divisions, amounting in all to about 67 miles, have effected a great saving in money and length, but have necessarily retarded the commencement of work on these portions. The acquisition of land and the earthwork also was considerably interfered with during the winter months of 1895-96 owing to the large extent of land under wet cultivation. The earthwork was rapidly completed, but in the northern or Bapatla division banks had to be raised from one to five feet for a length of about 24 miles. The raised portions are in a deltaic country, and the flood levels assumed during the survey of the line were too low. The raising, which had to be done after the rails were laid, will be completed about the beginning of May 1898. Progress on large bridges is generally fair. All major bridges are complete, or will be, by the beginning of April 1898, except the Palar, Ramperu and Gundlakamma. The two latter should be completed by the end of June 1898. The

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XVII	Bezwada-Madras (Ennúr-Bezwada section)—*concld.*		
	Brought forward . .	229·86	
	TOTAL .	229·86	
	TOTAL STATE LINES WORKED BY THE STATE (STANDARD GAUGE)	5,163·12	4,488·49

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Standard gauge.

Details of construction.	Remarks.
There will be a large number of bridges for rivers, irrigation channels and distributaries, and, omitting the 111 spans of 40 feet girders in the Gudur-Nellore metre gauge section, the following are the more important bridges:—	Palar bridge, 21 spans of 40 feet, on wells, has given great trouble. The estimated depts of wells, about 25 feet below the bed of the river, was based on the results of borings taken during the survey, but from the results given by actual excavation and enquiries as to scour, it has been found necessary to sink to about 50 feet below the lowest point of the bed of the river. Well-sinking is difficult and slow. It is expected to be completed before the cold weather rains. At present temporary pile bridges are provided both for the Palar and Gundlakamma. Minor bridging is practically completed including the raising of those bridges on the 24 miles where the bank has been lifted. Platelaying has been completed between Bezwada and Nellore with the exception of a gap of 8 miles. Progress has depended almost entirely on the rate of the supply of sleepers.
Ennúr creek . . 30 spans of 40 ft. Arni . . . . . 7 „ 60 „ Arm of the Pulicat lake 10 „ 40 „ Nalareddi Kalva . . 4 „ 40 „ Kalinga . . . 6 „ 60 „ Swarnamukhi . . 22 „ 40 „ Mamadi Kalva . . 6 „ 40 „ Jaffer Saheb Canal . 2 „ 60 „ Penner . . . 23 spans of 70 „ and 5 of 40 „ Paideru . . . 5 spans of 40 „ Pillay Vagu . . 3 „ 40 „ Mungamur Vagu . . 3 „ 40 „ Obalvagu . . . 4 „ 40 „ Manner . . . 9 „ 60 „ Palar . . . 21 „ 40 „ Musi . . . . 14 „ 40 „ Spill (Mudigonda) . 7 „ 40 „ Mudigonda . . 15 „ 40 „ Gundlakamma . . 13 „ 60 „ Spill (Gundlakamma) . 10 „ 20 „ Kommanur Canal I . 1 „ 60 „ and 2 of 20 „ Ramperu . . . 13 spans of 40 „ Nullamada . . . 5 „ 60 „ Tungabhadra drain . 7 „ 40 „ Kommanur Canal II . 4 „ 40 „ and 1 span of 20 „	The rails from Nellore northwards for a length of 50 miles are being laid to the metre gauge, and as soon as platelaying from the north meets that from the south (Nellore), one rail will be moved outwards to standard gauge. Owing to the lack of sleepers, platelaying could not be commenced from Ennúr northwards and Gudur southwards.
The line will be partially fenced at stations and in the vicinity of towns and villages.	The Gudur-Nellore section of the South Indian railway, a length of 24·24 miles, has to be converted from metre to standard gauge. Conversion work was stopped in order to use all available sleepers for the Nellore-Bezwada section. It has now been resumed and must be pressed in preference to the Madras-Gudur section in order to open, as early as possible, from Bezwada to Gudur for goods. Conversion work may be said to be a little more than half completed.
There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet. The ruling gradient is 1 in 200 and aggregates 36·93 miles in length.	
The permanent-way will consist of 75-lb. flat-footed steel rails with 4 bolt holes laid on wooden sleepers.	

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED.

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XVIII	**Great Indian Peninsula—**					
	NORTH-EAST LINE—				NORTH-EAST LINE—	
	Main line—				*Main line—*	
	Bombay (Victoria terminus) to Kalyán junction	33·38			Victoria terminus to Bori bandar — 1-1-82	0·19
	Kalyán junction to Bhusával junction	243·89			Bori bandar to Thána — 18-4-53	20·54
	Bhusával junction to Jubbulpore (point of junction with the East Indian railway)	337·84			Thána to Kalyán — 1-5-54	12·65
			615·11		Kalyán to Vásind — 1-10-55	16·14
					Vásind to Ásangaon — 6-2-60	3·75
					Ásangaon to Kására — 1-1-61	21·84
					Kására to Igatpuri (Thul ghât) — 1-1-65	9·89
					Igatpuri to Násik — 28-1-61	31·43
					Násik to Chálisgaon — 1-10-61	87·24
					Chálisgaon to Jalgaon — 6-10-62	57·48
					Jalgaon to Bhusával — 20-5-63	15·01
					Bhusával to Burhánpur — 20-11-65	33·91
					Burhánpur to Khandwa — 3-9-66	42·79
					Khandwa to Bir — 17-2-68	21·15
					Bir to Itársi — 1-1-70	89·27
					Itársi to Sohágpur — 1-2-70	30·69
					Sohágpur to Jubbulpore — 8-3-70	121·14
						615·11
	Branches—				*Nágpur branch—*	
	Chalisgaon to Dhulia	37·31			Bhusával junction to Malkápur — 20-5-63	30·05
	Jalgaon (260·96 miles from Bombay) to Amalner	34·05			Malkápur to Shegaon — 24-10-64	32·53
	Bhusával junction (277·27 miles from Bombay) to Nágpur (point of junction with the Bengal-Nágpur railway) (*Nágpur branch*)	243·25			Shegaon to Badnera — 18-12-65	72·67
					Badnera to Pulgaon — 16-7-66	40·29
					Pulgaon to Sindi — 5-11-66	38·27
					Sindi to Nágpur — 20-2-67	29·44
						243·25
	Gádarváda junction (535·33 miles from Bombay) to Gotitoria (*Mohpáni branch*)	13·54			*Mohpáni branch—*	
			328·15	943·26	Gádarváda to Mohpáni— For coal traffic only — 3-9-72; For public traffic — 1-1-81	12·47
					Mohpáni to Gotitoria — 22-11-96	1·07
						13·54
	SOUTH-EAST LINE—				SOUTH-EAST LINE—	
	Main line—				*Main line—*	
	Kalyán junction (33·19 miles from Bombay) to Ráichúr (point of junction with the Madras railway)	408·86			Kalyán to Palasdhari (Karjat) — 12-5-56	30·61
					Palasdhari to Khandála (Bhore ghât) — 14-5-63	13·20
					Khandála to Lonávla (Bhore ghât) — 14-6-58	2·35
					Lonávla to Poona — 14-6-58	39·66
					Poona to Diksál — 15-12-58	64·25
					Diksál to Bársi Road — 23-10-59	50·60
					Bársi Road to Mohol — 20-1-60	28·32
					Mohol to Sholápur — 6-6-60	20·51
					Sholápur to Gulbarga — 1-2-70	70·29
					Gulbarga to the Kistna — 1-12-70	73·76
					Kistna to Ráichúr — 1-5-71	15·31
						408·86
	Khopoli branch—				*Khopoli branch—*	
	Palasdhari (63·71 miles from Bombay) to Khopoli	7·24			Palasdhari to Khopoli — 12-5-56	7·24
			7·24	416·10		
	Carried over			1,359·36	Carried over	1,288·00

D—*continued.*

progress on the 31st March 1898.

BY GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The north-east line to Khandwa, 352·39 miles; 0·74 mile near Bágra; 46·42 miles from Kalyán junction to Lonávla on the south-east line, and 62·37 miles from Bhusával to Shegaon on the Nágpur branch—461·92 miles in all—are double. Between Victoria terminus and Byculla junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only, and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line.	The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusával junction to Malkápur towards the close of 1859.
The rails originally laid were iron weighing 68lb. and 84lb. to the yard. These are now being gradually replaced by steel rails weighing 69lb., 82lb. and 86lb. to the yard. The lengths at present laid with steel and iron rails in the main line are 1,596·40 and 132·74 miles, respectively.	The dates of orders for the construction of other sections on the north-east line, including branches, are as follows: Thána to Persick . . . . . 28-3-51 Persick to Kalyán . . . . . 22-5-52 Kalyán to Vásind . . . . . 20-5-53 Vásind to Bhusával . . . . . 25-3-57 Bhusával to Jubbulpore . . . . 1858 Nágpur branch . . . . . 27-9-58 Mohpáni branch . . . . . 13-2-71 Mohpáni to Gotitoria 25-2-96
The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,623·77 miles of bowl sleepers and 105·37 miles of wooden sleepers on the 31st December 1897.	
The whole of the south-east line, excepting the ghât section, is laid with iron bowls.	
The line, with the exception of the Mohpáni branch, is well fenced throughout.	
The line throughout is very fully ballasted.	
The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	

SECTION OF LINE.	LENGTH OF GRADIENTS.			Length of curves of 990 feet radius.
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	
NORTH-EAST LINE—	Miles.	Miles.	Miles.	Mile.
Miles 75—84 from Bombay (Thull ghât) . . .	5·05	2·36	...	...
Miles 21—99 from Bombay .	...	...	13·55	...
„ 271—3 „ .	....	...	0·94	...
SOUTH-EAST LINE—				
Miles 64—80 from Bombay (Bhore ghât) . . .	14·26	0·46	...	...
Miles 63—64 from Bombay .	...	...	0·43	...
„ 298—376 „ .	...	...	16·65	...
„ 75—76 „ .	...	...	...	0·34

From Sholápur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Ráichúr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Ráichúr section was opened on the 9th October 1873.

The remaining portions of the south-east line were sanctioned for construction on the following dates:

Kalyán to Neral 13-5-54
Neral to Palasdhari 30-1-55
Palasdhari to Poona 7-7-55
Poona to Sholápur 5-10-55
Khopoli branch 30-1-55

The Khopoli branch is worked during fair weather only.

This company works, under agreement, the Dhond-Manmád, Khamgaon, Amraoti, and Wardha Coal railways. The terms on which the branch lines are worked will be found in Appendices W and K, J and I, to Part II of the Railway Administration Reports for 1881-82 and 1890-91, respectively.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
XVIII	**Great Indian Peninsula**—*concld.*	Miles.			Miles.
	Brought forward	1,359·36	Brought forward		1,288·00
			DOUBLE—NORTH-EAST LINE—		
			Victoria terminus to Bori bandar	1-1-82	0·19
			Bori bandar to Thána	18-4-53	20·54
			Thána to Kalyán	1-5-54	12·65
			Kalyán to Vásind	22-10-66	16·15
			Vásind to Átgaon	20-2-67	9·65
			Átgaon to Kására	25-4-67	15·94
			Kására to Igatpuri	1-1-65	9·89
			Igatpuri to Násik	10-1-69	31·43
			Násik to Chálisgaon	10-1-69	87·24
			Chálisgaon to Kajgaon	10-1-69	11·86
			Kajgaon to Páchora	17-3-69	16·05
			Páchora to Máheji	27-5-69	9·14
			Máheji to Bhádli	6-3-73	27·59
			Bhádli to Bhusával	6-6-73	7·84
			Bhusával to Bhusával junction	1-7-92	1·11
			Bhusával junction to Khandwa (Abna junction)	11-1-89	75·12
			Bágra tunnel to Towa viaduct	1-2-70	0·74
					353·13
			DOUBLE—SOUTH-EAST LINE—		
			Kalyán to Palasdhari	25-7-70	30·61
			Palasdhari to Khandála	14-5-63	13·20
			Khandála to Lonávla (Bhore ghât)	14-6-58	2·61
					46·42
			DOUBLE—NÁGPUR BRANCH—		
			Bhusával junction to Nádgaon	11-1-89	17·72
			Nádgaon to Shegaon	1-4-90	44·65
					62·37
			TOTAL DOUBLE LINE		461·92
	TOTAL	1,359·36	TOTAL OPEN MILEAGE		1,288·00

D—*continued.*

progress on the 31st March 1898.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XIX	**Bombay, Baroda and Central India—**				
	Main line—	Miles.		*Main line—*	
	Bombay (Colába) terminus to Ahmedabad	309·64		Colába to Marine lines . 18-1-70	2·00
	Extension to Viramgám junction and Wadhwán	79·93		Marine lines to Charni Road . 19-6-69	0·75
		389·57		Charni Road to Bellasis Road . 13-9-68	0·75
				Bellasis Road to Bulsár . 28-11-64	121·00
				Bulsár to Navsári . 2-9-61	24·25
				Navsári to Sachin . 20-5-61	9·25
				Sachin to Surat . 18-3-61	9·00
				Surat to Amroli . 19-11-60	2·25
				Amroli to Anklesvar . 10-2-60	28·75
				Anklesvar to the Nerbudda . 5-12-60	5·50
				Nerbudda to Broach . 22-6-60	
				Broach to Baroda . 9-1-61	43·75
				Baroda to Dholia . 22-4-61	11·25
				Dholia to Mehmadabad . 3-9-62	33·25
				Mehmadabad to Ahmedabad . 21-1-63	17·89
				Ahmedabad to Sábarmati 1-1-70	3·75
				Sábarmati to Sánand . 24-5-71	13·75
				Sánand to Viramgám . 30-11-71	22·75
				Viramgám to Wadhwán . 25-5-72	39·68
					389·57
	Branches—			*Branches—*	
	Ánand junction (269·50 miles from Bombay) to Godhra (*Godhra branch*)	49·21		*Godhra branch—*	
				Ánand to Dákor . 8-4-74	16·75
				Dákor to Rukhyal . 6-1-75	1·75
				Rukhyal to Hungari . 6-12-76	9·00
				Hungari to Páli . 29-1-77	4·71
				Páli to Godhra . 26-2-82	17·00
					49·21
	Khárághoda in the Runn of Cutch, to Viramgám junction (349·75 miles from Bombay on the Wadhwán extension on the Bombay, Baroda and Central India railway) (*Pátri branch*)	22·12		*Pátri branch—*	
				Khárághoda to Viramgám . 12-5-73	22·12
		71·33			
				DOUBLE—MAIN LINE—	
				Colába to Marine lines . 18-1-70	1·91
				Marine lines to Charni Road . 19-6-69	0·71
				Charni Road to Bellasis Road . 13-9-68	1·29
				Bellasis Road to Máhim . 20-7-65	5·44
				Máhim to Bándra . 23-2-66	1·07
				Bándra to Santa Cruz . 23-5-66	1·83
				Santa Cruz to Andheri . 29-8-67	2·71
				Andheri to Bháyndar . 27-4-85	13·33
				Bháyndar to Virár . 1-10-85	10·34
				Virar to Palghar . 1-12-97	19·28
				Palghar to Dahanu . 17-1-98	20·37
				Sachin to Kánkra Khádi 4-7-87	6·36
				Kánkra Khádi to Surat . 5-6-68	2·72
				Surat to Amroli . 9-10-67	2·19
				Bárejadi to Ahmedabad 2-6-87	10·21
				Miyagam to Itola . 15-9-97	7·82
				Itola to Baroda . 7-6-95	10·77
				TOTAL DOUBLE LINE .	118·35
	TOTAL .		460·90	TOTAL OPEN MILEAGE .	460·90

D—*continued.*

progress on the 31st March 1898.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is double from Colába to Dahanu 78·28 miles; from Sachin to Amroli, 11·27 miles; from Miyagam to Baroda 18·59 miles; and from Bárejadi to Ahmedabad, 10·21 miles—in all 118·35 miles. The work of doubling the line from Dahanu to Sachin 80·00 miles and from Amroli to Miyagam 58·80 miles—a total of 138·80 miles—is in hand The warren girders of the bridges are now being renewed by steel plate girders, which work is now in hand.	The section from Colába to Marine Lines was commenced in May 1865.
The Nerbudda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.	The estimates of the extension to Wadhwán were sanctioned on the 24th October 1870.
The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Wadhwán extension, which is, for the most part, laid with 60lb. iron rails and cast iron pots. On the Ahmedabad-Viramgam section, however, 8 miles of road are being renewed annually with 69lb. steel rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel.	The following are the dates of sanction of the remaining sections of this line :— Marine Lines to Charni Road . . 1868 Charni Road to Grant Road . . May 1863 Grant Road to Dádar . . . July 1862 Dádar to 50th mile (from Colába) . 1859 50th mile (from Colába) to Surat . 1858 Surat to Ahmedabad . . . 1857 and 1859 Ahmedabad to Viramgám . . October 1870
On the double line from Virar to Dahanu, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and broad band four-holed chairs and ballasted with stone ballast.	
The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 8 miles of cactus. From Ahmedabad to Wadhwán there are 38 miles of cactus and 41 miles of wire.	
The ruling gradient on the main line is 1 in 100 and aggregates 0·19 mile in length.	
The formation and earthwork of the Godhra branch are for a single line; the rails are a mixture of 60lb. iron, and 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers with sand ballast. The 60lb. iron rails are being renewed with 69lb. steel rails. The line is located on the trunk road, and is fenced partly with cactus (20 miles) and partly with wire (29 miles).	
The ruling gradient on the Godhra branch is 1 in 80, and aggregates 1·35 miles in length.	
The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers with sand ballast. On this branch 2 miles of road are being renewed annually with 50lb. steel rails.	The Pátri branch was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State, and is worked under agreement by that Company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works grant.
This branch is unfenced.	The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively.
The ruling gradient on the Pátri branch is 1 in 300, of which there are 4 in number aggregating 0·74 miles in length.	The Gaekwar's Dabhoi, Mehsána and Petlád railways are worked under agreement by this company. The terms of working the Dabhoi and Mehsána railways will be found in Appendix A A to this report, and in Appendix M to Part II of the Railway Administration Report for 1893-94, respectively.
There are no curves under a radius of 1,000 feet.	
The length and situation of gradients up to 1 in 100 are shown in the statement below :—	The Rajputana-Malwa state railway has been leased to this Company from the 1st January 1885 to the 30th June 1900. The terms of the lease will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1 in 80.	1 in 100.
	Miles.	Miles.
Main line, miles 197 and 198 from Bombay	...	0·06
„ „ 259 and 260 „ .	...	0·13
Godhra branch, miles 301 to 304 from Bombay	1·35	...
Godhra branch, miles 315 and 316 from Bombay	...	0·06

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
XX	**Madras—**			Miles.	SOUTH-WEST LINE—		
	SOUTH-WEST LINE—				*Main line—*		
	Main line—				Madras to Veyasarpaudy	7-4-73	2·16
	Madras to Veyasarpaudy junction	2·16			Veyasarpaudy to Arcot	1-7-56	63·22
	Veyasarpaudy junction to Arkonam junction	40·25			Arcot to Kátpádi	7-5-57	14·96
	Arkonam junction to Calicut	370·73			Kátpádi to Gudiyáttam	19-5-58	15·36
			413·14		Gudiyáttam to Ambúr	16-1-60	17·01
					Ambúr to Vániyambádi	1-2-60	9·98
					Vániyambádi to Tirupattúr	23-5-60	14·19
					Tirupattúr to Salem	1-2-61	69·98
					Salem to Sankaridrug	1-12-61	23·68
					Sankaridrug to Pódanúr	12-5-62	71·18
					Pódanúr to Pattámbi	14-4-62	64·96
					Pattámbi to Kuttippuram	23-9-61	11·50
					Kuttippuram to Tirúr	1-5-61	9·39
					Tirúr to Kadalundi	12-3-61	16·31
					Kadalundi to Calicut	2-1-88	9·26
							413·14
	Branches—				*Branches—*		
	Veyasarpaudy junction to Ráyapuram (*Ráyapuram branch*)		2·16		*Ráyapuram branch—*		
	Arcot to Ranipet		4·35		Veyasarpaudy to Ráyapuram	1-7-56	2·16
	Bangalore branch—				*Bangalore branch—*		
	Jalarpet junction (132 miles from Madras) to Bangalore Cantonment	84·37			Jalarpet junction to Bangalore Cantonment	1-8-64	84·37
	Bangalore Cantonment to Bangalore City	3·05			Bangalore Cantonment to Bangalore City	1-7-82	3·05
			87·42				87·42
	Pódanúr junction (301·72 miles from Madras) to Méttupálaiyam at the foot of the hills (*Nílgiri branch*)		25·75		*Nílgiri branch—*		
					Pódanúr junction to Coimbatore	1-2-73	3·78
					Coimbatore to Méttupálaiyam	31-8-73	21·97
							25·75
	Olavakkót (332·07 miles from Madras) to Palghat town (*Palghat branch*)		2·47		*Palghat branch—*		
					Olavakkót to Palghat	2-1-88	2·47
	Calicut to Cannanore		59·00				
			181·15	594·29			
	NORTH-WEST LINE—				NORTH-WEST LINE—		
	Main line—				*Main line—*		
	Arkonam junction (42·41 miles from Madras) to Guntakal		232·88		Arkonam to Nagari	4-3-61	17·27
					Nagari to Puttúr	8-12-61	9·59
					Puttúr to Rénigunta	15-9-62	14·46
					Rénigunta to Reddipalle	1-10-64	38·02
					Reddipalle to Cuddapah	1-9-65	39·59
	Guntakal to Ráichúr (point of junction with the Great Indian Peninsula railway)		75·40	308·28	Cuddapa to Muddanúru	1-8-66	34·31
					Muddanúru to Tadpatri	1-9-68	32·07
					Tadpatri to Gooty	1-8-69	29·72
					Gooty to the Tungabhadra river	12-12-70	75·33
					Tungabhadra to Ráichúr	15-3-71	17·92
							308·28
	Carried over			902·57	Carried over		839·22

D—*continued.*

progress on the 31st March 1898.

GUARANTEED COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The cuttings and embankments, except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nílgiri and Palghat branches, the Calicut extension and, in a few isolated instances, on the main line. The iron rails, which vary in weight from 65lb. to 84lb. to the yard, are laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails 20 feet and 30 feet long weighing 75lb. to the yard, but this type has been discontinued, and bull-headed steel rails 30 feet long and weighing 76lb. to the yard are now used. The section between Madras and Arkonam, 42·41 miles, is double. The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2′ × 2′ × 1′, as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857. Jungle wood sleepers were found to be very short-lived, and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112 lbs.) of an improved and stronger design, with steel bull-headed rails 76lb. to the yard and 30 feet in length, and a heavier type of plate, are now being introduced. The whole line is fenced. There are no curves under a radius of 1,000 feet.	Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Ráyapuram, but on the opening of the length between Veyasarpaudy junction and the Central station this became a portion of the main line, and the old line from the junction to Ráyapuram was then treated as a branch. The extension of the south-west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, of which 1⅓rd lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic. The line takes off at 1·89 miles short of Beypore, which length, together with the Beypore station, has been abandoned. The following are the dates of sanction of the remaining sections of the south-west line, including branches:— Madras to Veyasarpaudy . April 1868. Veyasarpaudy to Arkonam . Between July 1853 and Feb. 1854. Arkonam to Kadalundi . Between Feb. 1854 and May 1857. Ráyapuram branch . . July 1853. Bangalore „ . . 1862 and Mar. 1881. Nilgiri „ . . 17th Aug. 1870. Palghat „ . . 4th Jan. 1887. The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore state railway, but was subsequently made over to the Madras Railway Company. The Bellary branch, from Guntakal junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st February 1887. The dates of sanction of the various sections of the north-west line are as follow: Arkonam to mile 64 from Madras . 23-6-59 Mile 64 „ „ 87 „ „ . 3-1-60 „ 87 „ „ 108 „ „ . 31-1-61 „ 108 „ „ 130 „ „ . 26-5-63 „ 130 „ „ 172 „ „ . 18-11-63 „ 172 „ „ 192 „ „ . 20-7-63 „ 192 „ „ 203 „ „ . 22-7-65 „ 203 „ „ 233 „ „ . 8-5-65 „ 233 „ „ 245 „ „ . 21-5-65 „ 245 „ „ 256 „ „ . 25-5-66 „ 256 „ „ 267 „ „ . 22-6-66 „ 267 „ „ 278 „ „ . 31-7-67 „ 278 „ „ 288 „ „ . 20-11-67 „ 288 „ „ 294 „ „ . 4-3-67 „ 294 „ „ 305 „ „ . 3-12-68 „ 305 „ „ 314 „ „ . 27-5-68 „ 314 „ „ 325 „ „ . 24-9-68 „ 325 „ „ 334 „ „ . 23-8-69 „ 334 „ Ráichúr 22-9-69

The statement below shows the length and situation of gradients up to 1 in 100:—

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1/81 to 1/80	1/81 to 1/100
	Miles.	Miles.
South-west line—		
Between 187·33 and 196·40 miles from Madras .	1·34	4·11
„ 223·87 and 241·06 „ „ „ .	...	3·59
„ 305·88 and 319·73 „ „ „ .	5·36	2·90
„ 353·48 and 366·57 „ „ „ .	...	3·99
Bangalore branch—		
Between 135·30 and 146·37 miles from Madras .	6·32	3·17
„ 147·60 and 191·14 „ „ „ .	...	18·98
„ 215·10 and 218·74 „ „ „ .	0·88	1·6[illegible]
Nilgiri branch—		
Between 316·13 and 325·67 miles from Madras .	2·56	0·43
North-west line—		
Between 62·12 and 63·75 miles from Madras .	...	1·63
„ 72·77 and 76·68 „ „ „ .	0·75	2·02
„ 96·62 and 97·79 „ „ „ .	0·80	0·37
„ 137·54 and 138·36 „ „ „ .	...	0·82
„ 152·16 and 158·49 „ „ „ .	...	4·49

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XX	Madras—*concld.*			
	Brought forward .	902·57	Brought forward .	839·22
			DOUBLE SOUTH-WEST LINE—	
			Madras to Veyasarpaudy junction . . . 7-4-73	2·16
			Veyasarpaudy junction to Perambúr . . . 7-2-74	1·30
			Perambúr to Ávadi . . 1-5-77	9·54
			Ávadi to Tiruvallúr . . 20-7-77	12·89
			Tiruvallúr to Arkonam . 28-8-77	16·52
				42·41
	TOTAL .	902·57	TOTAL OPEN MILEAGE .	839·22
	TOTAL LINES WORKED BY GUARANTEED COMPANIES (STANDARD GAUGE) . . .	2,722·83		2,588·12

D—*continued.*

progress on the 31st March 1898.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Standard gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XXI	**Delhi-Umballa-Kalka—**			
	Delhi on the East Indian railway, *viâ* Karnál and Umballa, to Kalka	162·23	Delhi to Kalka . . 1-3-91	162·23
XXII	**Tarkessur—**			
	Seoraphuli (14 miles from Howrah on the East Indian railway) to Tarkessur in the Hooghly district . . .	22·23	Seoraphuli to Tarkessur . 1-1-85	22·23
XXIII	**Southern Punjab (Delhi-Samasata)—**			
	Miles.			
	Delhi *viâ* Bhatinda to Saasata . 399·80		Delhi *viâ* Bhatinda to Samasata 10-11-97	399·80
	Delhi Brewery to Delhi . . 0·79			
		400·59		
	Branch—			
	Narwana to Kaithal	25·00		
	TOTAL .	425·59		

D—*continued.*

progress on the 31st March 1898.

COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep. The permanent-way consists of double-headed steel rails, 75lb. to the yard, laid on Denham-Olphert's sleepers. The minimum radius of curve is 1,350 feet; the steepest gradient is 1 in 40 for about 3·98 miles into Kalka. The whole length is fenced. The length and situation of gradients up to 1 in 100 are as shown below:	The Delhi-Umballa-Kalka Railway Company was formed in January 1889. The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix H to Part II of the Railway Administration Report for 1888-89.

SECTION OF LINE.	LENGTH OF GRADIENTS.		
	$\frac{1}{60}$ & less.	$\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$
	Miles.	Miles.	Miles.
Between 149 and 154·98 miles from Delhi	...	3·29	0·85
Between 154·98 and 160·47 miles from Delhi	5·78	...	...

The permanent-way consists of 74lb. rails and fastenings of wrought-iron purchased from the East Indian railway, the sleepers used being transverse plate of cast-iron of the Denham-Olphert's latest pattern. The line is fenced and ballasted throughout. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this railway was sanctioned on the 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N to Part II of the Railway Administration Report for 1887-88.
The earthwork and bridges are for a single line. The permanent-way consists of 75lb. flat-footed rails spiked to transverse sleepers of creosoted pine or of deodar. The country traversed is flat. From Delhi to Sujjawalpur (246 miles) it is well irrigated; from Sujjawalpur to Samasata (156 miles) the line skirts the edge of the desert near the land irrigated by inundation canals from the Sutlej. The cuttings are few; but there are long stretches of bank, low for the most part, except where headway is required for canal bridges and near Samasata where there are considerable depressions in the country between the sand hills. For natural waterways few minor bridges are required; but there are a large number of openings of from 18 inches to 75 feet for irrigation channels and canals. The Ghaggar is the only river crossed and for this 22 spans of 40 feet girders have been provided, the openings being at four places in 1¼ miles. In the main channel the piers rest on well foundations. In the spill channels, open foundations have been adopted and the bridges floored. The line between Delhi and Jhind, except for about 10 miles near Rohtak, has been ballasted with stone ballast from Delhi. The rest of the line is ballasted with broken bricks obtained from ruins at Rohtak and Tohana, and from bricks ballast manufacturing operations which for two years have been in progress between Bhatinda and Samasata.	The contract between the Secretary of State for India and the Company was executed on the 13th August 1895. The indenture will be found in Appendix M to Part II of the Railway Administration Report for 1895-96. The line is worked and maintained by the North Western State railway.

APPENDIX

Railways constructed and in

Standard gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXIV	**South Behar (Luckeeserai-Goa)—**	Miles.	
	Luckeeserai to Gya	79·00	
XXV	**Hardwar-Dehra—**		
	Hardwar to Dehra	32·01	
XXVI	**Tapti Valley—**		
	Kankur-Khari to Amalner	156·50	
	TOTAL ASSISTED COMPANIES (STANDARD GAUGE)	877·56	584·26

D—*continued.*

progress on the 31st March 1898.

COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line traverses a comparatively flat country with small isolated rocky hills at intervals. The three most important rivers crossed are the Phulgu (18 spans of 100 feet and 1 span of 30 feet), Soma (3 spans of 60 feet and 30 spans of 30 feet) and the Sukri (16 spans of 60 feet). The waterway is comparatively heavy, owing largely to flood water from the Ganges and Sukri having to be passed. The permanent-way will be on the East Indian railway standard design with double-headed rails, 75lb. to the yard, laid half with cast-iron chains and timber sleepers and half with Denham-Olphert sleepers. The minimum radius of curve except at the entrance to Gya station is 2,865 feet, and the steepest gradient 1 in 400 compensated. The line will be fenced past villages near the line, around station yards, and for a short distance near each level-crossing. Stone ballast procurable from adjacent hills will be used throughout.	The South Behar Railway Company was formed at the end of 1892, and a reconnaissance survey was made early in 1893. On the 7th August 1895, the South Behar Company entered into a contract with the Secretary of State for the construction of the line—*vide* Appendix K to Part II of the Railway Administration Report for 1895-96. It was decided that the East Indian Railway Company should be the agency by which the construction should be undertaken by the Secretary of State, and a contract to that effect, dated the 22nd August 1895, was entered into between the Secretary of State and the East Indian Railway Company. The indenture will be found in Appendix L to Part II of the Railway Administration Report for 1895-96. The South Behar line will connect with the Moghal Sarai-Gya and Patna-Gya branches of the East Indian Railway at Gya.
The line is being constructed for a single track with permanent-way of 75lb. flat-footed steel rails and deodar sleepers. Work is heavy, especially in minor bridges as over the first 16 miles, after which the country is easy. The two largest bridges are of 9 spans of 40 feet over the Moti creek and of 7 spans of 60 feet over the Suswa. The ruling gradient is 1 in 75 and the sharpest curve 1,273 feet radius.	The line will be worked by the Oudh and Rohilkhand State railway on behalf of Messrs. Gillanders, Arbuthnot and Company. Sanction to the resurvey of the line was given in March 1897.
The line is being constructed for a single track. The permanent-way will consist of 70lb. flat-footed rails and creosoted pine and teak sleepers. The ruling gradient is 1 in 200 and aggregates 51·78 miles. The minimum radius of curve is 3° or 1,910 feet.	The line is being constructed by the Bombay, Baroda and Central India Railway Company for the Tapti Valley Railway Company under contract with the Secretary of State for India, and will on completion be worked as part of their standard gauge system, on behalf of the promoters. Work was started on such land as was handed over in January 1897.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
XXVII	Khámgaon— Miles.	Miles.		Miles.
	Jalamb junction [331·81 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Khámgaon .	7·55	Jalamb to Khámgaon . .	4-3-70 7·55
XXVIII	Amráoti—			
	Badnera junction [412·30 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Amráoti . .	5·44	Badnera to Amráoti . .	16-2-71 5·44
XXIX	Bína-Goona—			
	From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station (143 miles from Itársi on the Indian Midland railway) to Goona .	71·74	From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station to Goona . .	23-9-95 71·74
	Goona-Bara extension—			
	Goona to Bara	74·12		
		145·86		

D—*continued.*

progress on the 31st March 1898.

AND WORKED BY COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The line is constructed for a single track with a formation of 16 feet. It was originally laid with 57lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68lb. iron rails and cast-iron pot sleepers. One quarter of the line is ballasted with broken stone, and the rest with gravel. The sharpest curve on this line has a radius of 990 feet; it is 0·27 mile long and is situated between 0 and 0·50 miles. The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0·23 mile. About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced. The permanent-way used on this line is of iron, the rails weighing 68lb. to the yard; the sleepers are pots. The ballast is partly sand and partly shingle. The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations. There are no gradients on this line of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 990 feet. It is situated between 0 and 0·25 mile and is 0·14 mile in length.	The dates of order for survey and construction are as follow: *Date for survey.* — 8th April 1870. *Dates for construction.* — 7th June 1869. 11th June 1870. These branches have been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Khámgaon and Amráoti. They are worked by the Great Indian Peninsula Railway Company under agreements, the terms of which will be found in Appendices J and K to Part II of the Railway Administration Report for 1890-91.
The permanent-way consists of 75lb. steel rails laid on steel transverse sleepers. There are three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet. The line is fenced throughout. There are no curves under a radius of 1,000 feet. The ruling gradient is 1 in 125, of which there are 7 in number on the Bína-Goona line, aggregating 3·95 miles in length.	This line was constructed by the Gwalior Darbar, and handed over to the Indian Midland Railway Company for working on the 23rd September 1895. The terms of working will be found in Appendix EE to Part II of the Railway Administration Report for 1896-97.
The country for the first part passed through is difficult there being a sudden descent from the Central India plateau; but the latter portion the Kotah section is easy going. The main works are some 6 miles of very heavy ghât work with 50 feet banks and cuttings now completed; and the Parbatti bridge, 11 spans of 100 feet girders; the masonry here is practically complete and awaits the girders. Other large bridges are the Betli, 3·60 feet girders, the Andheri 5-60 feet girders and the Lhassi 3-40 feet girders. These are all well forward. The ruling grade is 1 in 125, there being a continuous run of 6¼ miles on this grade down the Goona ghats. The sharpest curve is 1 degree or over one mile radius. A temporary terminus is being formed at Bara pending decision as to further extension. The permanent-way consists of 75 lb. flat-footed steel rails with 4-holed fish plates laid on deodar sleepers. Some 15 miles of Indian State Railway pattern steel trough sleepers, surplus from the Bhopal-Ujjain and Bina-Goona railways, have been utilized on the Gwalior section. The line will be ballasted throughout, but not fenced, except at stations. Black trap, sand stone, laterite or river shingle ballast is used as found most economical on the various lengths. Good stone is found, sandstone in parts, at other places basalt. Generally all openings are arched or flat tops. The only minor girder openings are 1-30 feet, 2-20 feet and 2-12 feet girders. Platforms 1 foot high above rail level only are being constructed. A station master's room and a waiting hall, serviceable also for goods protection, is arranged for at each station. At Chabra a waiting room for upper class is also provided.	This line is an extension of the Bina-Goona branch of the Indian Midland Railway system, and is being constructed jointly by the Durbars of the Gwalior, Tonk and Kotah states. Sanction was accorded to the commencement of earthwork in the Gwalior section as a famine relief work in March 1896 and sanction to the whole line was accorded in January 1897. Rails are now being laid and will be into Baran in May. It is hoped to open for traffic before the close of the year. The Engineers strike at home has caused undue delay in receipt of girders, and these are not expected out till the middle of June, too late for this season's erection. A further extension of this system to Kotah city, the capital of the State, has been surveyed and a project submitted.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage. Miles.	Date of opening for public traffic.	Miles.
XXX	**Bhopal-Ujjain—**			Bhopal to Ujjain—	
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Ujjain (600·50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway	113·52	113·52	For goods traffic . 11-11-95 For passenger traffic . 11-4-96	113·52
V and XXXI	**Bhopal-Itársi—**				
	Main line—			*Main line—*	
	Itársi [463·28 miles from Bombay (Victoria terminus) on the north-east line of the Great Indian Peninsula railway] to Bhopal	57·11		Itársi to Hoshangabad . 1-6-82 Hoshangabad to Bhopal . 18-11-84	10·89 46·22
					57·11
	Branch—			*Branch—*	
	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal .	0·28	57·39	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . . . 11-11-95	0·28
				TOTAL OPEN MILEAGE .	57·39
XXXII	**The Nizam's Guaranteed State—**				
	Main line— Wádi [375·75 miles from Bombay (Victoria terminus) on the south-east line, Great Indian Peninsula railway] *viâ* Secunderabad to the south-east frontier	310·09		*Main line—* Wádi junction to Secunderabad and to junction of new line 9-10-74 Junction of new line to Warangal . . . 8-4-86 Warangal to Dornakal . . 1-1-88 Dornakal to Bona Kálu . . 5-8-88 Bona Kálu to British frontier .10-2-89	115·45 87·47 51·91 31·72 23·54
					310·09
	Carried over .	310·09		Carried over .	310·09

D—*continued.*

progress on the 31st March 1898.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	Remarks.
The permanent-way consists of 75lb. flat-footed steel rails laid on 135lb. transverse steel sleepers. There are six large bridges on the line: Parbati 5 spans of . . . 100 feet. Niwaj 5 „ „ . . . 100 „ Bari-Kalis-Sind 6 „ „ . . . 100 „ Lakhundar 4 „ „ . . . 60 „ Greater Tilar 8 „ „ . . . 60 „ Choti-Kali-Sind 6 „ „ . . . 60 „ The line is fenced only at, and in the vicinity of, stations, towns, and important level-crossings. There are no curves under a radius of 1,000 feet. The ruling gradient is 1 in 150 and aggregates 31·88 miles in length.	The construction of this line was sanctioned in November 1892. It was constructed jointly by the Gwalior and Bhopal States. Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not sanctioned until the end of April 1893. It is being worked by the Indian Midland Railway Company. The terms of working will be found in Appendices GG and HH to Part II of the Railway Administration Report for 1896-97.
The line has been laid for a single track with 62lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood. The ghât section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 80lbs. per bowl. A similar operation was subsequently put in hand on those portions of the line where wooden sleepers were in use. The whole of these portions are now relaid with Indian Midland railway pot-sleepers. The line is wholly fenced. There are no curves under a radius of 1,000 feet. The steepest gradients are noted below: Section of line. / Length of gradients. 1/81 to 1/80: Budni-Barkhera Miles. 6·77; 1/81 to 1/100: Mile. 0·83	The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively. The British Government has paid for the portion, 13·11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line has been worked by the Indian Midland Railway Company from the 1st January 1889. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. The short branch, 0·28 mile in length, from the centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal, was sanctioned for construction in July 1894.
The whole line from Wadi to His Highness the Nizam's frontier is constructed for a single track. About 22 miles are laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company; 25 miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers; 2 miles with old flat-footed 62lb. steel rails on steel sleepers; and the remainder of the line with 66¼lb. flat-footed steel rails on steel pea-pod sleepers.	The dates of orders for survey and construction are 30th October 1869 and 25th March 1871, respectively. The Government of the Nizam provided the capital, and the British Government constructed the line. The standard gauge was finally adopted on the 30th October 1871. Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock; from January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
XXXII	**The Nizam's Guaranteed State—**	Miles.	Miles.		Miles.
	Brought forward	310·09		Brought forward	310·09
	Branches—			*Branches—*	
	Husain Ságar junction (111·50 miles from Wádi) to Hyderabad (*Hyderabad branch*)	3·54		*Hyderabad branch—* Husain Ságar to Hyderabad 9-10-74	3·54
	Dornakal to Singareni Coal-fields (*Mineral branch*)	16·50		*Mineral branch—* Dornakal to Singareni Coal-fields 1-1-88	16·50
	Junction of new line to Trimulgherry (*Troop siding*)	2·19	332·32	*Troop siding*—* Junction of new line to Trimulgherry 9-10-74	2·19
				TOTAL OPEN MILEAGE	332·32
XXXIII	**Nagda-Ujjain—**				
	Nagda [459·62 miles from Bombay (Colaba)], on the Godhra-Rutlam-Nágdá railway, to Ujjain (600·50 miles from Ahmedabad), on the Rajputana section of the Rajputana-Malwa railway		34·67	Nágdá to Ujjain . . 15-7-96	34·67
XXXIV	**The Gaekwar's Petlád—**				
	Ánand [269·50 miles from Bombay (Colaba) on the Bombay, Baroda and Central India railway] to Petlád		13·35	Ánand to Petlád . . 5-5-90	13·35

* This is a military line and is not intended to be used for ordinary public traffic.

D—*continued.*

progress on the 31st March 1898.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The branch line to the mines is laid with 66¼lb. flat-footed steel rails on steel pea-pod sleepers. The branch to Trimulgherry is laid with second-hand 60lb. flat-footed iron rails partly on steel pea-pod sleepers and partly on timber sleepers. The branches are also constructed for a single track. The line is fenced from Wádi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced. The steepest gradient on this line is 1 in 100 for a length of 83·60 miles and occurs between Secunderabad and the British frontier. There are no curves under a radius of 1,000 feet.	The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886. This company was formed for the purpose of acquiring and working the then existing line of 119·32 miles, and of constructing on the same (standard) gauge and working the new lines, 373 miles in length, of which the construction of 160 miles is at present in abeyance. The construction of the section from Warangal to Dornakal, and the coal branch, was commenced in May 1886. The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889. The section of the East Coast State railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when the maintenance of the line was taken over by the East Coast State Railway.
The permanent-way consists of 75 lb. flat-footed steel rails, with 5 bolt hole fish plates, laid on cast-iron pot sleepers, Indian Midland Railway pattern, over a bed of moorum and stone ballast over the length two miles from the Sipra bridge into Ujjain station; a third line of rails laid on deodar sleepers will be used to carry the metre-gauge Rajputana-Malwa railway. The line will not be fenced, except round station yards. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet, the heaviest gradient being 1 in 200 for a total length aggregating 10·39 miles, and the sharpest curve an angle of curvature of 3° or radius of 1,910 feet, being rather under half a mile in length. The only bridges of any magnitude are the Sipra, 6 spans of 150 feet girders, and the Gambhir, 4 spans of 100 feet girders.	This line was sanctioned for construction on the 17th, and orders for the commencement of work issued on the 27th December 1894. Owing to delay in acquiring land, work was not started till March 1895. The line was constructed and is being worked by the Bombay, Baroda and Central India Railway Company.
The rails used are flat-footed steel, 69¼lb. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment. There are a few bridges of one or two spans of 20 feet each. The whole line is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200, of which there are 5 in number and aggregate 1·91 miles in length.	The orders for the survey of this line were given in December 1887; construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890. The cost of construction has been defrayed by His Highness the Gaekwar. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix DD to this report.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXV	**Kolar Gold-fields—**		
	Bowringpet (175·46 miles from Madras on the Madras railway) to Marikuppam .	10·00	Bowringpet to Marikuppam. 1-6-94 10·00
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE)	706·99*	632·87*

* Excluding the length (13·11 miles) of the Bhopal-Itársi railway (British section), which has been included in "Total State lines worked by companies (standard gauge)."

D—*continued.*

progress on the 31st March 1898.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The permanent-way consists of Madras railway second-hand double-headed 75lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but, in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75lb. steel rails. The ruling gradient is 1 in 66·67 and the sharpest curve of a radius of 1,685 feet. The gradients of $\frac{1}{51}$ to $\frac{1}{80}$ are of a length of 4·66 miles, and those of $\frac{1}{81}$ to $\frac{1}{100}$ of a length of 2·04 miles.	The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company on the same percentage of gross earnings as obtains on the entire system *plus* 5 per cent. for the use of rolling-stock.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XXXVI	**Rájpura-Bhátinda—**			
	Rájpura (179 miles from Delhi on the North Western State railway, main line) *viâ* Patiála to Bhátinda	107·94	Rájpura to Patiála . . 1-11-84 Patiála to Bhátinda . . 13-10-89 TOTAL OPEN MILEAGE .	15·77 92·17 107·94
XXXVII	**Jammu and Kashmir—**			
	Frontier of the Kashmir State to the left bank of the Tawi river near Jammu . .	15·92	Frontier of the Kashmir State to the left bank of the Tawi river . . . 15-3-90	15·92
XXXVIII	**Ludhiana-Dhuri-Jakhal—**			
	Ludhiana *viâ* Dhuri to Jakhal . . .	80·32		
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE)	204·18		123·86

D—*continued.*

progress on the 31st March 1898.

WORKED BY STATE RAILWAY AGENCY. Standard gauge.

Details of construction.	REMARKS.
The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails, 68lb. to the yard, laid on deodar sleepers, from Rájpura to Patiála; and with 75lb. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda. The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250. The line is fenced from Rájpura to Patiála only.	The line from Rájpura to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar. The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888. The line is worked and maintained by the North Western State railway under an agreement, the terms of which will be found in Appendix V to Part II of the Railway Administration Report for 1892-93.
This line has been constructed according to standard dimensions. The rails are 75lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	Sanction was given to the construction of this line on the 25th February 1888. The line has been constructed by the Kashmir Darbar, by whom also the capital was provided. It is maintained and worked by the North Western State railway.
The ruling gradient is 1 in 250 of which there are two in number aggregating 1·61 miles in length. There are no curves under a radius of 1,000 feet. The permanent-way will consist of standard 75lb. flat-footed rails, steel, with new fastenings on new deodar sleepers and brick ballast. The line will be fenced round station yards and at some of the more important level-crossings.	The line will be constructed and worked by the North Western State Railway on behalf of the Maler Kotla and Jhind Darbars who will provide funds for its construction.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XXXIX	**Bengal and North-Western*—**	Miles.	Miles.	TIRHOOT SECTION—		Miles.
	TIRHOOT SECTION—			*Main line—*		
	Main line—			Semaria ghât to Dalsinghsarai	1-5-83	22·55
	Semaria ghât on the opposite bank of the Ganges, 4 miles below Mokameh, to Bettiah	145·87		Dalsinghsarai to Samastipur	1-11-75	14·75
				Samastipur to Mozufferpore	24-2-77	32·00
				Mozufferpore to Motiharee	1-2-83	49·57
				Motiharee to Bettiah .	20-12-83	27·00
						145·87
	Kosi extension—			*Kosi extension—*		
	Samastipur to Bháptiáhi . . .	76·92		Samastipur to Durbhunga .	1-11-75	23·00
	Bháptiáhi to Pratápganj . . .	14·00		Durbhunga to Jhanjharpur .	1-2-83	24·00
	Pratápganj to Khanwa ghât . .	8·00		Jhanjharpur to Ghoghardiha—		
			98·92	For goods traffic .	8-4-86	13·00
				For passenger traffic .	6-5-86	
				Ghoghardiha to Nirmala—		
				For goods traffic .	8-4-86	6·92
				For passenger traffic	1-11-86	
				Nirmala to Bháptiáhi—		
				For goods traffic .	15-11-87	10·00
				For passenger traffic	1-1-88	
				Bháptiáhi to Pratápganj—		
				For goods traffic .	1-10-88	14·00
				For passenger traffic	1-1-89	
				Pratápganj to Khanwa ghât	14-11-90	8·00
						98·92
	Bairagnia branch—			*Bairagnia branch—*		
	Durbhunga to Dheng . . .	57·00		Durbhunga to Sitamarhi—		
	Dheng to Bairagnia (*fair weather line*)	3·51		For goods traffic .	1-7-90	42·00
			60·51	For passenger traffic	1-11-90	
				Sitamarhi to Riga—		
				For goods traffic .	1-1-91	6·00
				For passenger traffic	2-11-91	
				Riga to Dheng—		
				For goods traffic .	1-7-91	9·00
				For passenger traffic	2-11-91	
				Dheng to Bairagnia—		
				For goods traffic .	1-3-92	3·51
				For passenger traffic	15-3-92	
						60·51
	Sonepore branch—			*Sonepore branch—*		
	Mozufferpore to Sonepore (point of junction with the Company's section) . .		34·61	Mozufferpore to Hajeepore	26-10-84	31·25
	Hajeepore branch—			Hajeepore to Sonepore—		
	Hajeepore to Hajeepore ghât . .		1·89	For goods traffic .	1-8-87	3·36
	Hajeepore to Bachhwara . .	44·25		For passenger traffic	25-4-87	
	Garhara to Katihar . . .	116·75				34·61
			161·00	*Hajeepore branch—*		
				Hajeepore to Hajeepore ghât	26-10-84	1·89
				Total Tirhoot section .		341·80
	COMPANY'S SECTION—			COMPANY'S SECTION—		
	Main line—			*Main line—*		
	Sonepore, opposite Patna, *vid* Chupra, Sewan and Gorakhpur to Mankapur and thence to Ajodhya .	238·60		Sonepore to Mankapur .	15-1-85	218·50
	Loop line—			Mankapur to Nawábganj .	2-4-84	14·00
	Sonepore to Bunwárchak . .	9·34		Nawábganj to Ajodhya .	1-12-84	6·10
						238·60
				Loop line—		
				Sonepore to Bunwárchak .	15-1-85	9·34
	Carried over .	247·94	502·80	Carried over .		341·80 / 247·94

* Although for convenience classed amongst State railways, the Company's section of

—continued.

progress on the 31st March 1898.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is laid partly with iron rails 40lb. to the yard, and partly with steel rails 41¼lb. to the yard, on transverse sleepers of sâl and deodar, and Denham-Olphert's and Denham's iron sleepers. The 40lb. iron rails are being replaced with 50lb. steel rails. The line is ballasted, and the country through which it passes is easy. It is fenced throughout with wire and stone posts.	The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank opposite Barh to Durbhunga in April of that year. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875. The construction of the line from Dalsinghsarai to Semaria ghât was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route *viâ* Bajitpur and the Barh branch was closed. The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876. With the opening of the section from Pratâpganj to Khanwa ghât the construction of the Kosi extension project was brought to completion. This line is connected with the Behar section of the Eastern Bengal railway by means of a ferry across the Kosi river, between Khanwa ghât on the Kosi extension of this line and Ancharâghât on the Kosi branch of the Eastern Bengal State railway.
The Bairagnia branch is laid with second-hand iron rails 60lb. to the yard, received from the North Western State railway, the sleepers used being of pynkado wood from Burma.	
The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonepore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers, the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking: on the Uska bazar branch the works, both earthwork and bridging, are heavy.	The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882. From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee. The line is connected with the Tirhoot railway by means of the Gunduk bridge, between Sonepore and Hajeepore, which was sanctioned on the 19th October 1883.

this line is the property of the Bengal and North-Western Railway Company.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XXXIX	**Bengal and North-Western**—*concld.*	Miles.	Miles.			Miles.
	Brought forward	247·94	502·80	Brought forward		341·80 247·94
	COMPANY'S SECTION—*concld.*					
	Branches—			*Branches*—		
	Gorakhpur to Uska bazar (*Uska bazar branch*)	39·58		*Uska bazar branch*—		
	Mankapur to Naipálganj road (*Naipálganj road branch*)	88·98		Gorakhpur to Uska bazar	15-12-86	39·58
	Chupra to Revelganj (*Revelganj branch*)	7·34		*Naipálganj road branch*—		
	Gonda to Jarhwal Road (*Bahramghat branch*)	28·05		Mankapur to Bahraich	2-4-84	55·00
	Jarhwal Road to Burhwal, on the Cawnpore-Burhwal metre gauge railway, with bridge over the Gogra river (*Burhwal branch*)	10·02		Bahraich to Naipálganj road	15-12-86	33·98
	Gonda *viâ* Bálrampur to Tulsipur (*Tulsipur branch*)	42·00				88·98
	Nánpára to Katarnian ghât (*Katarnian ghât branch*)	42·08		*Revelganj branch*—		
	Bhatni to Turtipur with side extension to Barhaj (*Turtipur branch*)	29·91		Chupra to Revelganj—		
	Gogra-Ganges Doab lines—			For goods traffic	15-4-91	7·34
	Turtipur to Benares	83·20		For passenger traffic	15-5-91	
	Mau to Shahganj	60·00		*Bahramghat branch*—		
	Mau *viâ* Ballia to Revelganj	71·32		Gonda to Colonelganj—		
	Aunrihar to Ghâzipur	29·00		For goods traffic	29-10-91	17·75
		531·48		For passenger traffic	1-2-92	
			746·42	Colonelganj to Jarhwal Road	1-2-92	10·30
						28·05
				Burhwal branch—		
				Jarwal Road to west bank Gogra river, at Ganeshpur (Bahramghat)	18-12-96	6·02
				Ganeshpur (Bahramghat) to Burhwal	24-11-96	4·00
						10·02
				Tulsipur branch—		
				Gonda to Balrampur	15-12-96	22·00
				Katarnian ghât branch—		
				Nanpara to Mohinpurwa	15-12-96	15·00
				Mohinpurwa to Katarnian ghât	25-3-98	27·08
						42·08
				Turtipur branch—		
				Bhatni to Bhagalpur (Turtipur)	15-12-96	17·14
				Salempur to Barhaj	1-12-97	12·77
						29 91
				Total Company's section		515·90
	TOTAL		1,282·22	TOTAL OPEN MILEAGE		857·70

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is laid with 41¼lb. steel rails on sleepers of sâl and creosoted pine, and is well ballasted throughout. It is generally unfenced, except in front of villages and on each side of level-crossings and near stations. On this line (including the Tirhoot section), there are no grades of 1 in 100 or under, and there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza ghât on the loop line, the length of which is 2,000 feet and the radius 900 feet.	On the 1st November 1884, the Company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer. The branch from Gorakhpur to Uska bazar was sanctioned, on the 3rd August 1885, in substitution of a branch 36 miles from Gorakhpur to Bánsi. During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889. The construction of the Bahramghat branch was sanctioned in November 1889. The temporary bridge over the Gogra and Chanka rivers is 1,736 feet in length, consisting of 20-feet girder spans supported on wooden piers. It is taken up during the rains and reconstructed annually after the rains. Communication across the Ganges between Digha ghât station of the East Indian railway and Paleza ghât station of the Bengal and North-Western railway is maintained by means of a steam ferry. The wagon ferry of the Bengal and North-Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North-Western and Tirhoot railways. The extensions of the Company's section in connection with the linking up of the metre gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895. The working of the Tirhoot railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	*Main line*—		Miles.
XL	**Lucknow-Bareilly section (Rohilkund and Kumaon)**—			Lucknow to Sitapur .	15-11-86	55·00
	Main line—			Sitapur to Lakhímpur .	15-4-87	28·50
	Lucknow (209 miles from Moghal Sarai on the Oudh and Rohilkhand State railway) to Bareilly (355 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) .	198·55		Lakhímpur to Gola Gokaran Náth	15-12-87	21·50
	Bareilly grain siding . . .	1·75		Gola Gokaran Náth to Pílibhit	1-4-91	57·55
			200·30	Pilibhit to Bhojeepura .	15-11-84	24·00
				Bhojeepura to Bareilly .	12-10-84	12·00
				Bareilly grain siding—		
				For goods traffic . .	1-4-94	1·75
	Dudhwa branch—			*Dudhwa branch*—		
	Mailáni (118 miles from Lucknow) to Dudhwa	26·00		Mailáni to Sárda . .	1-1-93	15·00
	Dudhwa to Sonaripur . . .	4·87		Sárda to Sohela—		
			30·87	For goods traffic . .	10-3-93	8·50
				Sohela to Sonaripur—		
				For goods traffic . .	18-3-94	7·37
	TOTAL .		231·17	TOTAL OPEN MILEAGE		231·17
XLI	Rajputana-Malwa—			Jumna east bank to Agra cantonment . . .	1-1-76	3·07*
	STANDARD GAUGE.			RAJPUTANA SECTION.		
	Junction of East Indian railway, Agra, (Jumna east bank) to the limit of Agra Cantonment .		3·07*	*Main line*—		
				Delhi to Rewári—		
	METRE GAUGE.			For salt traffic only .	14-2-73	51·25
	RAJPUTANA SECTION.			For passenger traffic .	1-7-73	
	Main line—			Rewári to Ulwur . .	15-9-74	46·25
	Delhi to Bándikui (Junction with the Agra branch) .	135·25		Ulwur to Bándikui . .	7-12-74	37·75
	Bándikui to Ajmere . .	139·75		Bándikui to Dausa . .	20-4-74	17·75
				Dausa to Jeypore . .	12-10-74	38·00
	Ajmere, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway	304·75		Jeypore to Phulera . .	1-3-75	34·25
		579·75		Phulera to Ajmere . .	1-8-75	49·75
				Ajmere to Beáwar . .	15-5-78	32·25
				Beáwar to Haripúr .	12-8-79	21·00
				Haripúr to Sojat road .	20-10-80	20·50
				Sojat road to Pálanpur .	1-1-81	148·00
				Pálanpur to Ahmedabad .	15-11-79	83·00
						579·75
	Carried over .	579·75		Carried over .		579·75

* These 3·07 miles are laid on both the standard and metre gauges, except on the Jumna bridge where a mixed gauge is laid.

D—*continued*,

progress on the 31st March 1898.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41¼lb. steel rails with the exception of the old Oudh and Rohilkhand railway 60lb. steel rails between Daliganj and Lucknow junction, and 5½ miles of old 56 lb. iron rails near Gola station, and sâl, asina and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. There is no fencing, except near Lucknow and on the Shahamatganj branch. The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit. Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings. A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge of varying length in different years, enables trains to cross that river during the dry season. The steepest gradients on this line are situated on the Dudhwa branch and are as noted below: $\frac{1}{81}$ to $\frac{1}{80}$ . . . . 1·57 miles. $\frac{1}{81}$ to $\frac{1}{100}$ . . . . 1·17 „ A curve under a radius of 1,000 feet occurs between Lucknow junction and Lucknow City, the length of which is 0·63 mile.	The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Náth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884. The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889. Orders for the construction of the first 4·62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojeepura, 12 miles from Bareilly. The length from Mailáni to Pilibhit (41·75 miles), which was closed to traffic on the 5th July 1891, was permanently reopened on the 25th October 1891. A grain siding, 1·75 miles long, to Bareilly City, was sanctioned for construction on the 24th March 1892. It was opened for goods traffic on and from the 1st April 1894. The Dudhwa branch (Mailáni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893. The Lucknow-Gola Gokaran Náth section and the Pilibhit-Bareilly section, which were previously worked by the Oudh and Rohilkhand railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section, to the latter Company on the 1st January 1891. These sections now form one line called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter. The rails originally used were 36lb. and 40lb. to the yard, laid on transverse deodar and creosoted pine sleepers. The 36lb. iron rails have nearly all been replaced by 41½lb. steel rails. For future renewals it has been decided to still further increase the weight of rails to a 50 lb. section, which has already been used in relaying 412 miles of the length between Delhi and Ahmedabad.	The dates of orders for survey and construction are as follow: *Dates for survey.* Delhi and Agra to Nusseerabad . . . 17-5-69 Ajmere to Ahmedabad . . . . 1-11-72 Khandwa to Indore . . . . . 8-4-70 Indore to Neemuch . . . . . 6-3-71 Neemuch to Nusseerabad . . . . 3-11-71 Rewári to Hissar . . . . . 10-3-81 Hissar to Ferozepore 13-9-81

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XLI	**Rajputana-Malwa—*continued.***		Miles.	Miles.			Miles.
	Brought forward		579·75		Brought forward		579·75
	RAJPUTANA SECTION—*concld.*				RAJPUTANA SECTION—*concld.*		
	Branches—				*Farukhnagar salt branch—*		
	Garhi Harsaru junction (25·25 miles from Delhi) to Farukhnagar (*Farukhnagar salt branch*)	7·75			For salt traffic only For passenger traffic	14-2-73 1-7-73	7·75
	Bándikui to Agra fort (*Agra branch*)	94·64*			*Agra branch—*		
	Agra fort to Jumna east bank	1·50			Bándikui to Bhurtpore	20-4-74	60·50
	Phulera junction (183·50 miles from Agra) to Sámbhar (*Sámbhar lake salt branch*)	4·50			Bhurtpore to Agra fort— For goods traffic For passenger traffic	11-8-73 20-10-73	34·14
	Extension of Sámbhar branch to Japog	4·50			Agra fort to Jumna east bank	1-1-76	1·50
	Extension of Sámbhar branch across the lake to Gudha, and thence *viâ* Kuchámán Road to Jhowra	17·00			Sámbhar lake salt branch	1-3-75	4·50
	Kankaroola siding	1·25			Japog extension	Oct. 76	4·50
	Additional salt sidings in the Sámbhar lake	5·02			Extension of Sámbhar branch to Jhowra	20-12-79	17·00
			135·02		Kankaroola siding	15-2-81	1·25
					Additional salt sidings in the Sámbhar lake	1-9-91	5·02
							135·02
				715·91	*Total Rajputana section*		715·91
					DOUBLE-RAJPUTANA SECTION.		
					Agra branch—		
					Agra fort to Agra Cantonment— For goods traffic For passenger traffic	11-8-73 20-10-73	1·14
	MALWA SECTION.				MALWA SECTION.		
	Main line—				*Main line—*		
	Khandwa (352·75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore	86·94			Khandwa to Sanáwad	1-2-74	34·25
	Indore, *viâ* Fatehabad junction, Rutlam, Jaora and Mandsaur, to Neemuch	156·48			Sanáwad to Mortakka	1-4-74	3·50
	Neemuch to Ajmere	148·85			Mortakka to Choral	20-1-75	20·50
			392·27		Choral to Mhow	1-1-78	15·69
					Mhow to Indore	3-8-76	13·00
					Nerbudda bridge	5-10-76	...
					Indore to Fatehabad	3-8-76	25·23
					Fatehabad junction to Rutlam	11-7-78	48·75
					Rutlam to Jaora	25-2-80	20·50
					Jaora to Mandsaur	8-4-80	31·75
					Mandsaur to Neemuch	2-7-80	30·25
					Neemuch to Nímbahera	10-3-81	16·40
					Nímbahera to Chítorgarh	19-3-81	17·65
					Chítorgarh to Nusseerabad	1-12-81	100·65
					Nusseerabad to Ajmere	14-2-76	14·15
							392·27
	Ujjain branch—				*Ujjain branch—*		
	Fatehabad junction (24·50 miles from Indore) to Ujjain	12·00			Fatehabad to Ujjain	3-8-76	12·00
	Extension of Ujjain branch across the Sipra river to Ujjain city	2·25			Ujjain branch extension across the Sipra river to Ujjain city	1-3-84	2·25
			14·25				14·25
				406·52	*Total Malwa section*		406·52
	Carried over			1,122·43	Carried over		1,122·43

* Of this length, 1·14 miles are double.

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Metre gauge.

Details of construction.	Remarks.
The ruling gradient on the Farukhnagar salt, Sambhar and Agra branches is 1 in 150 and aggregates 0·20 and 0·70 mile and 3·19 miles in length, respectively. The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers. The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmere. The total length of line fenced on the Rajputana section is 650·75 miles, or three-fourths of the whole section. The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and particulars of curves under a radius of 1,000 feet are given below:	*Dates for construction.* Delhi-Rewári section and Salt branch . . 1-3-70 Rewári to Bándikui . . . . . 14-8-72 Agra to Phulera . . . . . 20-10-71 Phulera to Sámbhar . . . . . 8-4-73 Phulera to Ajmere . . . . . 9-4-73 Ajmere to Nusseerabad . . . . 14-4-74 Sámbhar to Japog . . . . . 14-7-75 Ajmere to Nusseerabad . . . . 4-9-76 Sámbhar extension to Jhowra and extension of Japog siding . . . . . 15-5-78 Khandwa to Indore . . . . . 8-1-72 Indore to Rutlam, with branch to Ujjain . 29-10-73 Rutlam to Neemuch . . . . . 5-10-77 Neemuch to Nusseerabad . . . . 30-4-79 Rewári to Hissar . . . . . 13-9-81 Hissar to Ferozepore . . . . . 8-10-82 Extension of Ujjain branch to Ujjain City . 6-12-82 The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4·33 miles in the same year; 5·25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.

Section of line.	Length of gradient.	Curves under a radius of 1,000 feet.	
	1/100	Length.	Radii.
Main line—	Miles.	Miles.	
East of Ajmere station-yard . . .	0·14	...	...
Between 320·25 and 320·50 miles from Delhi	...	0·29	Varying from 882 feet to 955 feet.
418·75 „ „ .	...	0·09	716 feet.
458·25 „ „ .	...	0·19	955 „
Agra branch—			
West end of Jumna bridge . . .	0·18	...	...
Farukhnagar branch—			
Between miles 2·75 and 7·50 from Garhi Harsaru .	2·60	...	...
Mile 7·35 „ „ .	...	0·21	700 feet.

The ruling gradient on the Delhi-Ahmedabad section is 1 in 150 and aggregates 92·70 miles in length.

The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy.

With the exception of the bridging, the works on the Sindia-Neemuch section are light.

The Sipra bridge consists of 6 spans of 150-feet girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from metre to broad gauge.

The Malwa section is generally unfenced, except on the ghâts between Mhow and Kalakund and at stations.

The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section:

Section of line.	Length of gradients.			Curves under a Radius of 1,000 feet.	
	1/40	1/80	1/100	Length.	Radii.
Main line—	Miles.	Mile.	Miles.	Miles.	
Between 322 and 323 miles from Ajmere	...	...	0·59	...	...
„ 323 and 326·66 „ „	3·43	...	...	...	...
„ 326·66 and 326·86 „ „	...	0·20	...	...	...
„ 326·86 and 386 „ „	...	...	15·20	...	...
„ 323 and 342 „ „	...	...	...	3·68	Varying from 600 feet to 900 feet.
Ujjain branch—					
Between 0 and 0·31 mile from Fatehabad . . .	...	...	...	0·31	955 feet.

The ruling gradient on the Khandwa-Ajmere section and Ujjain branch is 1 in 150 and aggregates 53·84 and 26·4 miles in length, respectively.

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XLI	**Rajputana-Malwa**—*concld.*		Miles.	Miles.			Miles.
	Brought forward			1,122·43	Brought forward		1,122·43
	CAWNPORE-ACHNERA SECTION.				CAWNPORE-ACHNERA SECTION.		
	Main line—				*Main line*—		
	Cawnpore (683·50 miles from Howrah, *viâ* the chord line, on the East Indian railway) to Farukhabad	86·01			Cawnpore to Kanauj	15-12-80	49·51
	Farukhabad to Háthras Road junction	101·00			Kanauj to Farukhabad	1-2-81	36·50
	Háthras Road station (856·75 miles from Howrah on the East Indian railway) to the left bank of the Jumna opposite Muttra	29·00			Farukhabad to Kásganj	14-4-84	67·00
	Jumna bridge and approaches	1·00			Kásganj to Háthras	1-7-84	34·00
	Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra	22·33			Háthras to Muttra	19-10-75	29·00
			239·34		Jumna bridge	1-7-84	1·00
					Muttra to Achnera	7-11-81	22·33
							239·34
	Branches—				*Branches*—		
	Mandhana to Brahmávart (*Brahmávart branch*)	5·00			Brahmávart branch	10-11-85	5·00
	Kásganj (153·75 miles from Cawnpore city) to Soron (*Soron branch*)	9·00			Soron branch	4-1-85	9·00
	Muttra to Brindaban (*Brindaban branch*)	7·32			Brindaban branch	26-8-89	7·32
			21·32				21·32
				260·66	*Total Cawnpore-Achnera section*		260·66
	REWÁRI-FEROZEPORE RAILWAY.				REWÁRI-FEROZEPORE RAILWAY.		
	Main line—				*Main line*—		
	Rewári (51·25 miles from Delhi, *viâ* Hissar, Sirsa, Bhátinda, and Farídkot) to Ferozepore	240·85			Rewári to Hissar—		
					For goods traffic	20-3-83	89·00
					For passenger traffic	1-5-83	
					Hissar to Sirsa—		
					For goods traffic	1-1-84	50·50
					For passenger traffic	1-3-84	
					Sirsa to Ferozepore	1-10-84	101·35
							240·85
	Fázilka branch—				*Fázilka branch*—		
	Kot Kapúra (212·50 miles from Rewári) to Fázilka	50·00			Kot Kapúra to Fázilka	1-1-85	50·00
				290·85	*Total Rewári-Ferozepore railway*		290·85
	TOTAL			1,673·94	TOTAL OPEN MILEAGE		1,673·94
XLII	**Pálanpur-Deesa**—				Pálanpur to Deesa—		
	Pálanpur (496·75 miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa			17·28	For goods traffic	8-11-93	17·28
					For passenger traffic	25-11-93	

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The Cawnpore-Farukhabad section is constructed for a single track, and is laid with iron rails 40lb. to the yard. The line from Farukhabad to Háthras Road has been laid with 41¼lb. Bessemer steel rails. The Háthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30 lb. to the yard, were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41¼lb. steel rails. The bridge over the Jumna consists of 7 spans of 150 feet on stone piers. The Muttra-Achnera section has been laid with steel rails 41¼lb. to the yard. The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Háthras City and Muttra Cantonment. There are a few miles of double fencing at stations. The ruling gradient on the Brahmávart branch is 1 in 150 and aggregates 0·38 mile in length. On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878. The construction of the extension from Farukhabad to Háthras Road was sanctioned on the 13th July 1882. The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881. The construction of the Brahmávart branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883. The survey of the line from Háthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882. The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878. The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land construction work was not commenced till October 1888. The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway. The Rajputana-Malwa railway, of which for the present the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885 to the 30th June 1900. The terms of working will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.
No engineering difficulties were encountered on the Rewári-Ferozepore line. The rails are mainly of steel, 41¼lb. to the yard, laid on deodar and Denham-Olphert's pot sleepers. With the wooden sleepers stone ballast is used, and with the pots, sand with a covering of stone. The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 91 miles of main line and at stations. The Fázilka branch is laid with 41¼lb. steel rails and Denham-Olphert's and Molesworth's iron sleepers; the ballast is of sand, without a stone covering. The line is unfenced, except at stations. On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	
This line is constructed for a single track with substructure suitable for standard gauge. The rails are iron, 40lb. to the yard, laid on Denham-Olphert's cast iron sleepers or on steel dish cover sleepers taken from the main line. The line traverses an easy country, and there have been no engineering difficulties. The line is well-ballasted to a full section, shingle being used on the Deesa end, and broken lime stone ballast at the Palanpur end. The entire length with the exception of a little wire fencing at mile 2 is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 150 and aggregates 8·58 miles in length.	The line was sanctioned for construction on the 22nd March 1892. The Pálanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary. The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1893-94.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XLIII	**Southern Mahratta—**			
	Main line—		*Main line—*	
	Portuguese frontier near Dhárwár *viâ* Guntakal and Nandyál to Tadêpalli . . .	509·97	Frontier to Castle Rock . 3-2-88	3·63
			Castle Rock to Deuli . . 15-6-87	2·75
			Deuli to Dhárwár . . 24-1-87	56·00
			Dhárwár to Hospet . . 1-7-85	101·25
			Hospet to Bellary . . 24-3-84	4·051
			Bellary to Guntakal . . 16-5-87	29·99
			Guntakal to Nandyál . . 11-7-87	90·25
			Nandyál to Cumbum . . 15-6-90	63·18
			Cumbum to Tadêpalli . 3-10-89	122·41
				509·97
	Branches—		*Harihar branch—*	
	Hubli to Harihar (*Harihar branch*) . . . . 81·00		Hubli to Harihar (temporary station) . . . 18-10-86 Temporary station to permanent station . . 21-2-89	81·00
			Bijápur branch—	
	Gadag to Hotgi (*Bijápur branch*) . . . . 173·08		Gadag to Hotgi— For goods traffic . . 1-8-84 For passenger traffic . 15-9-84	173·08
			Poona branch—	
	Londa to Poona (*Poona branch*) 277·99	532·07	Londa to Belgaum . . 21-3-87	33·00
			Belgaum to Miraj . . 22-12-87	85·01
			Miraj to Koregaon . 2-5-87	76·00
			Koregaon to Ghorpuri . 18-11-86	83·07
			Ghorpuri to Poona . 4-10-90	0·91
				277·99
	Carried over .	1,042·04	Carried over .	1,042·04

D—*continued.*

progress on the 31st March 1898.

WORKED BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The permanent-way is of the ordinary state railway metre-gauge type, except for the portion from the Portuguese frontier to Castle Rock which is laid with 62lb. rails. The line is only partially fenced. The following are the large girder bridges :	The line from Hotgi *viâ* Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881 ; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company. The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from standard to metre gauge on the 16th May 1887. The Bellary-Kistna railway was sanctioned for construction on the 26th September 1883. It was made over to the Southern Mahratta Railway Company on the 1st January 1888.

	Spans.	Feet.
Main line—		
Hagari	34 of	64
Tungbhadra	38 „	60
Burra Nalla	10 „	60
Banni Nalla	9 „	60
Kondia	9 „	60
Dorapillay	2 „	40
	1 „	20
	1 „	100
Doratangi	3 „	100
Dorabhani	2 „	150
	1 „	250
	1 „	66½
Budicherla	6 „	66½
Gundlacama	11 „	60
Mile 439¾	8 „	40
Colair mile 448	8 „	40
Harihar branch—		
Wardha	15 „	60
Tungbhadra	16 „	60
Bijápur branch—		
Bhíma	14 „	150
Gunki	8 „	40
Don	8 „	100
Kistna	21 „	150
Malprabha	12 „	100
Poona branch—		
Níra	12 „	50
Yerla	10 „	60
Kistna	14 „	150
Jagnoor	11 „	30
Ghatprabha	45 „	40
Márkándyae	5 „	60
Malprabha	1 „	100
	3 „	40
	5 „	20

Main line—

The following are the tunnels and covered ways on this line :

Bear's rock	581 feet.
Castle rock	1,356 „
Covered way	312 „
Nulla-Mulla hills	1,569 „

The Ghât incline for 3·50 miles from the Portuguese frontier has been constructed for a double line up to formation level.

The maximum gradient on the Ghât incline is 1 in 40 and on the rest of the line 1 in 100.

On the Bellary-Kistna section, which is now included in the Southern Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.

Poona branch—

The following are the tunnels and covered ways on this line :

Covered way at mile 265½	566 feet.
Tunnel No. 1 „ 264¼	545 „
„ „ 2 „ 259½	611 „
„ „ 3 „ 214¼	503 „

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XLIII	**Southern Mahratta—*concld.***			
	Brought forward .	1,042·04	Brought forward .	1,042·04
	TOTAL .	1,042·04	TOTAL OPEN MILEAGE .	1,042·04
XLIV	**Guntakal-Mysore frontier—**			
	Guntakal (234·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . .	119·50	Guntakal to Dharmavaram—	
			For goods traffic . . 1-3-92 } For passenger traffic . 1-6-92 }	62·95
			Dharmavaram to Hindúpur . 23-4-93	49·28
			Hindúpur to Mysore frontier 17-9-93	7·27
			TOTAL OPEN MILEAGE .	119·50
XLV	**Mysore section (Southern Mahratta)—**			
	Mysore *viâ* Bangalore to Gubbi . 139·75		Mysore to Mandya . . 25-2-82	27·75
	Gubbi to Harihar . . . 156·25		Mandya to Channapatna . 20-3-81	23·25
			Channapatna to Bangalore . 1-2-81	34·75
	TOTAL .	296·00	Bangalore to Tumkur . . 11-8-84	43·00
			Tumkur to Gubbi . . 26-12-84	11·00
			Gubbi to Birur . . 12-8-89	76·57
			Birur to Harihar . . 21-2-89	79·68
			TOTAL OPEN MILEAGE .	296·00

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less.*	$\frac{1}{81}$ to $\frac{1}{100}$ *	Length.	Radii.
MAIN LINE—	Miles.	Miles.	Miles.	
Between miles 0 and 3	2·96	...	...	...
„ „ . 3½ and 508¾	...	132·6	...	...
„ „ . 0 and 5	...	...	2·11	800 feet.
„ „ . 234 and 483	...	...	11·98	Varying from 603 feet to 955 feet.
POONA BRANCH—				
Between miles 1 and 276½	...	108·73	...	...
„ „ . 21½ and 21¾	...	...	0·17	955 feet.
„ „ . 210 and 277¼	...	...	10·06	Varying from 600 feet to 907 feet.
HARIHAR BRANCH—				
Between miles 0 and 80	...	28·08	...	...
BIJÁPUR BRANCH—				
Between miles . 0 and 165¾	...	53·74	...	...

On the Guntakal-Dharmavaram section, the permanent-way consists of 41¼lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges:

	Spans.		Feet.
Pennér	11	of	150
Thada Kalairu . . .	8	„	64
Penna Mairu . . .	14	„	64

On the line from Dharmavaram to Hindúpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

SECTION OF LINE.	LENGTH OF GRADIENTS.		CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{100}$ †	Length.	Radii.
Guntakal to Mysore frontier—	Miles.	Miles.	Miles.	
Between miles 4 and 112¾ . .	...	26·5	...	...
„ 63 . . .	...	...	0·07	600 feet.

No works of special engineering difficulty occur on the Mysore section.

The line has been laid for a single track with rails 41¼lb. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.

The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, are as under:

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$ ‡	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
Harihar to Mysore—	Miles.	Miles.	Miles.	Miles.	
Between miles 0 and 296	...	...	120·52	...	...
„ „ 210 and 296	...	45·41	...	...	...
„ „ 210¾ and 293¾	...	...	...	5·02	Varying from 660 feet to 990 feet.

The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on the 1st January 1893.

The extension to Hindúpur was sanctioned on the 26th January 1891: this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7·27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893.

The section between Hindúpur and the Mysore frontier was taken over on the 23rd April 1893 and completed by the Southern Mahratta railway and opened for public traffic on the 17th September 1893. The line is worked by the Southern Mahratta railway.

The dates of orders for survey and construction of the Mysore railway are as follow:

Date for survey.	*Dates for construction.*
1st April 1870.	Mysore line, 20th September 1877.
	Tumkur line, 6th October 1882.
	Tumkur to Gubbi, 18th January 1884.

Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78.

The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1887-88.

* Ruling gradient 1 in 40 between miles 0 and 3 on the ghats, the rest of the line is on a ruling gradient of 1 in 100.
† „ „ 1 in 100 throughout.
‡ „ „ 1 in 70 „

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XLVI	South Indian—	Miles.	Miles.			Miles.
	MADRAS-TUTICORIN SECTION—			MADRAS-TUTICORIN SECTION—		
	Main line—			*Main line*—		
	Madras (Park) to Tuticorin .	443·99		Madras (Park) to Tindivanam	1-9-76	75·94
				Tindivanam to Cuddalore .	1-1-77	52·00
				Cuddalore to Porto Novo .	1-7-77	17·14
				Porto Novo to Chidambaram	1-10-78	6·72
				Chidambaram to Coleroon .	1-7-79	4·60
				Coleroon to Shiyali . .	1-1-78	6·01
				Shiyali to Máyavaram .	1-7-77	12·20
				Máyavaram to Tanjore .	15-2-77	43·75
				Tanjore to Trichinopoly junction . . .	11-3-62	31·04
				Trichinopoly junction to Madura . . .	1-9-75	95·94
				Madura to Tuticorin . .	1-1-76	98·65
						443·99
	Branches—			*Branches*—		
	Madras (Park) to Beach .	1·74		Madras (Park) to Beach .	1-1-79	1·74
				Arkonam branch—		
	Chingleput (35·25 miles from Madras) to Arkonam (42·50 miles from Madras on the Madras railway) (*Arkonam branch*)	39·18		Chingleput to Wálajábád .	1-8-80	13·64
				Wálajábád to Conjeeveram	1-1-81	7·92
				Conjeeveram to Arkonam .	8-5-65	17·62
						39·18
				Pondicherry branch—		
	Villupuram (99·05 miles from Madras) to the Gingee river to connect with the Pondicherry railway (*Pondicherry branch*)	16·26		Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river . .	16-12-79	16·26
				Negapatam branch—		
	Tanjore (218·36 miles from Madras) to Negapatam (*Negapatam branch*)	48·23		Tanjore to Tiruvallúr .	2-12-61	33·68
				Tiruvallúr to Negapatam .	15-7-61	14·55
						48·23
	Tanjore (218·36 miles from Madras) to Pulliarpatti (*Tanjore-Pulliarpatti quarry extension*)	4·60		*Tanjore-Pulliparhatti quarry extension*— Tanjore to Pulliarpatti— For laterite traffic .	·94	4·60
	Trichinopoly (249·40 miles from Madras) to Erode junction (243 miles from Madras on the Madras railway, south-west line) (*Erode branch*) . . .	87·18		*Erode branch*—		
				Trichinopoly junction to fort	11-3-62	2·54
				Trichinopoly fort to Karúr	3-12-66	44·58
				Karúr to Kodumudi . .	1-7-67	16·70
				Kodumudi to Erode . .	1-1-68	23·36
						87·18
	Maniyáchi (425·50 miles from Madras) to Tinnevelly (*Tinnevelly branch*) . . .	18·10		*Tinnevelly branch*—		
				Maniyáchi to Tinnevelly .	1-1-76	18·10
		215·29	659·28	*Total Madras-Tuticorin section* . . .		659·28
	Carried over . .		659·28	Carried over		659·28

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way. The original undertaking between Negapatam and Erode, 166·45 miles, was laid between Nagapatam and Trichinopoly with rails 68lb. to the yard on creosoted pine sleepers and with the same weight of rail on cast-iron pot sleepers between Trichinopoly and Erode. During the course of renewals with the 50lb. bull-headed rails, the following alterations have be made. Out of Negapatam, 11·19 miles have been relaid with the 50lb. rails on pot sleepers and between Tanjore and Trichinopoly (31·04) the same permanent-way has taken the place of the 68lb. rails. From mile 11·19 out of Negapatam to Tanjore (37·04 miles) the creosoted pine sleepers have been replaced by cast-iron pots; the Erode branch, 87·18 miles, remain as it was originally laid. The main line from the Beach at Madras to Tuticorin has, with the exception of 0·39 mile through Tanjore station, been completely relaid with 50lb. rails on cast-iron pots replacing between Madras and Tanjore and Trichinopoly and Tuticorin, the 40·3lb. rails on creosoted pine sleepers. From Conjeeveram to Arkonam the original 35lb. rails and wooden sleepers have been replaced with 50lb. rails and pot sleepers. The Pondicherry and Tinnevelly branches and the remainder of the Arkonam branch are still laid with the 40·3lb. and 41¼lb. rails on wooden sleepers. The whole of this part of the system is fenced. The Tanjore-Pulliarpatti quarry extension is laid with 68lb. double headed iron rails and pynkado sleepers. The ballast is of gravel throughout the line. The ruling gradient is 1 in 85 and is 0·44 mile in length, and the sharpest curve which has a radius of 1,000 feet, 0·15 mile.	The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the standard gauge. It was converted to metre gauge in sections as follows: Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879. The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3′ 6″ gauge. A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the metre gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the metre gauge. The estimates for the extensions from Trichinopoly to Tinnevelly and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode, and Tinnevelly. The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879. The estimate for the Villupuram-Gingee river section was sanctioned in May 1879. The Tanjore-Pulliarpatti quarry extension was sanctioned for construction in 1894. The line was primarily exclusively used for laterite traffic. It is proposed to open it for passenger traffic in July 1898.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XLVI	South Indian—*concld.*				
	Brought forward .		659·28	Brought forward .	659·28
	VILLUPURAM-DHARMAVARAM SECTION—			VILLUPURAM-DHARMAVARAM SECTION—	
	Main line—			*Main line*—	
	Villupuram (99·05 miles from Madras on the South Indian railway) to Dharmavaram (378·28 miles from Madras on the South Indian railway) . .	279·23		Villupuram to Tiruvannámalai 17-11-90	41·80
				Tiruvannámalai to Pákala . 18-3-91	96·55
				Pákala to Váyalpád . . 1-1-92	46·69
				Váyalpád to Dharmavaram—	
				For goods traffic . . 1-3-92 }	94·19
				For passenger traffic . 20-3-92 }	
					279·23
	Branch—			*Nellore branch*—	
	Pákala to Nellore (*Nellore branch*) .	107·68	386·91	Pákala to Tirupati . . 18-3-91	25·06
				Tirupati to Nellore . . 15-9-87	82·62
					107·68
				Total Villupuram-Dharmavaram section . . .	8691
	TOTAL .		1,046·19	TOTAL OPEN MILEAGE .	1,046·19
XLVII	**Máyavaram-Mutupet**—				
	Máyavaram (174·61 miles from Madras on the South Indian railway) to Mutupet . .		53·99	Máyavaram to Mutupet . 2-4-94	53·99

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include bridges over the Cheyár Palar and Chitrávati rivers. The rails are of steel, flat-footed, 41¼lb. to the yard (except for 17·40 miles south of the Chitrávati, which has been laid with 40lb. second-hand iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-hand rails are being laid in sidings. The Madras railway is crossed by an overbridge 1·50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92. On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of waterway. The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-flooted, 41¼lb. to the yard, laid partly on Denham-Olphert's sleepers, and partly on wrought-steel trough or pea-pod sleepers. The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Rénigunta. The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under:	This line is required for famine protection purposes of certain districts which suffered severely in 1876-78. The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889. The Gudur-Nellore section, 24·24 miles, is under conversion to the standard gauge and will eventually form part of the Ennur-Bezwada section of the Bezwada-Madras railway. On the 1st January 1891 the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal state railway, to a new company called the "South Indian Railway Company, Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893, and now forms a part of the Guntakal-Mysore frontier railway. The South Indian Railway Company works, under agreement, the portion (7·80 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.

SECTION OF LINE.	Lengths of gradients ($\frac{1}{81}$ to $\frac{1}{100}$).	Length of curves under a radius of 1,000 feet.
	Miles.	Miles.
MAIN LINE—		
Between 282·68 and 289·66 miles from Madras	2·27	...
„ 314·96 „ 321·57 „ „	3·58	...
ARKONAM BRANCH—		
Between 56·90 and 57·10 miles from Madras	...	0·20
„ 73·59 „ 74·15 „ „	...	0·54
ERODE BRANCH—		
Between 300·31 and 306·88 „ „	1·73	...
„ 323·62 „ 331·27 „ „	1·84	...
VILLUPURAM-DHARMAVARAM SECTION—		
Between 121·36 and 125·99 miles from Madras	1·15	...
„ 134·66 „ 145·91 „ „	2·33	...
„ 162·24 „ 369·84 „ „	88·94	...
„ 198·49 „ 198·79 „ „	...	0·30
PÁKALA BRANCH—		
Between 238·16 and 274·34 miles from Madras	14·12	...
„ 288·96 „ 310·98 „ „	1·43	...

The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation system in the Tanjore delta, and is consequently costly in bridges and culverts. The line is laid on pynkado transverse sleepers with second-hand 40lb. flat-footed iron and 41¼lb. steel rails taken out of the South Indian railway main line. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds. The railway crosses the Negapatam branch of the South Indian railway at Tiruvallúr. The construction of the Tiruvallúr-Mutupet section was sanctioned in June 1890, and the Máyavaram-Tiruvallúr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888. The survey of an extension from Mutupet to Adirámpatnam was sanctioned in November 1890 and completed in January 1892; but the construction of this extension has been deferred for the present. The line is worked by this South Indian railway under an agreement, the terms of which will be found in Appendix S to this report.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XLVIII	Assam-Bengal—				
	Main line—			*Main line*—	
	Chittagong Port to Chittagong	1·87		Chittagong Port to Chittagong—	
	Chittagong to Makum	577·73		For goods traffic . . 3-11-95	1·87
		579·60		Chittagong to Feni . . 1-7-95	56·90
				Feni to Comilla—	
				For goods traffic . . 1-7-95 } For passenger traffic . 15-9-95 }	39·10
				Comilla to Akhaura—	
				For goods traffic . . 1-1-96 } For passenger traffic . 1-2-96 }	29·41
				Akhaura to Karimganj—	
	Branches—			For goods traffic . . 4-12-96 } For passenger traffic . 1-1-97 }	115·00
	Láksám to Chandpur . . .	31·62		Karimganj to Badarpur—	
	Badarpur to Silchar . . .	18·62		For goods traffic . . 4-12-96 } For passenger traffic . 1-12-97 }	12·00
	Lumding to Gauháti . . .	112·36			
			742·20		254·28
				Branches—	
				Láksám to Chandpur—	
				For goods traffic . . 1-7-95 } For passenger traffic . 15-9-95 }	31·62
				Gauháti to Jamuna Mukh . 1-1-97	74·73
				TOTAL OPEN MILEAGE .	360·63

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Metre gauge

Details of construction.	REMARKS.
On section I, which includes the main line from Chittagong Port to Badarpur, with branches from Láksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers.	The branch from Gauháti to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company.
Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley, where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 1 span of 276 feet, 1 span of 250 feet and 1 span of 224 feet and 2 land spans of 60 feet, with two arches of 16 feet each.	Section I. The earthquake of 12th June 1897 necessiated the closing of the Akhaura-Badarpur section which was re-opened as follows: Akhaura to Srimangal . . . 20-7-97 Srimangal to Kulaura . . . 24-7-97 Kulaura to Karimganj . . 8 8-97 Karimganj to Badarpur . . 18-10-97
Section III, which includes the main line from Lumding to Makum junction and the branch from Lumding to Gauhati, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dehing.	The repairs have been progressing but on the 7th division and the Silchar branch some of the bridges have to be rebuilt, which work is in progress. Arrangements for the erection of a 360 feet jetty at Chittagong are in progress.
The line, where already laid, is for a single track with 50lb. rails on sâl and pynkado sleepers, and this will be done on the rest of the line.	The Head office buildings and the station and staff quarters at Chittagong are in hand.
On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet.	Section II. The damage by the earthquake on this section was not serious though it has increased difficulties in some of the tunnels. Earthwork is progressing satisfactorily on the, 8th, 9th, 10th and 11th divisions and tunnel work is generally in hand. The erection of the north span of the Barrak bridge is nearly complete and the others are in progress. Bridge-work is generally in hand on the 8th division (mile 253 to mile 283·50 from Chittagong) but on the other divisions very little has been done.
On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet:	Section III. On this section the open line portion, 74·73 miles, from Gauháti to Jamuna Mukh, was closed on account of the earthquake and it is not intended to re-open it until the 1st January 1899. Repairs occassioned by the earthquake are in progress and include the building of a new bridge over the Titamari river in place of the one that was demolished.
	Work is generally in hand on divisions 14 (mile 74·73 from Gauháti), 15, 16 and 17 (mile 216 to mile 266 from Gauháti), and the survey of the 18th division has commenced.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{60}$ and less.	$\frac{1}{61}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
8th Division	...	2·72	6·99	4·24	Varying from 573 feet to 955 feet.
9th „	9·68	5·22	3·55	9·96	
10th „	0·05	11·85	4·38	9·46	
11th „	...	10·45	4·48	9·75	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XLIX	Burma—	Miles.	Miles.			Miles.
	Irrawaddy line—			*Irrawaddy line*—		
	Rangoon to Prome	161·00		Rangoon to Prome	2-5-77	161·00
	Sittang line—			*Sittang line*—		
	Rangoon to Toungoo	166·00		Rangoon to Pegu—		
				For goods traffic	4-2-84	46·25
				For passenger traffic	26-2-84	
				Pegu to Pyuntaza—		
				For goods traffic	4-2-84	41·75
				For passenger traffic	10-7-84	
				Pyuntaza to Nyaunglebin—		
				For goods traffic	4-2-84	5·00
				For passenger traffic	1-8-84	
				Nyaunglebin to Toungoo	1-7-85	73·00
				Total Sittang line		166·00
	Suburban lines	9·00		*Suburban lines*—		
				For goods traffic	1-3-80	6·00
					15-7-90	3·00
				Total Suburban lines		9·00
	Mandalay line—			*Mandalay line*—		
	Main line—			*Main line*—		
	Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay	220·00		Toungoo to Thawutti—		
				For goods traffic	1-5-88	44·00
				For passenger traffic	11-7-88	
				Thawutti to Pyinmana—		
				For goods traffic	1-5-88	15·00
				For passenger traffic	26-9-88	
				Pyinmana to Yaméthin—		
				For goods traffic	15-11-88	49·00
				For passenger traffic	1-3-89	
				Yaméthin to Mandalay	1-3-89	112·00
						220·00
	Branches—			*Branches*—		
	Thazi to Meiktila Cantonment (*Meiktila branch*)	12·89		*Meiktila branch*—		
				Thazi to Meiktila Cantonment	10-5-93	12·89
	Mandalay to Mandalay shore (*Mandalay shore branch*)	2·50		*Mandalay shore branch*—		
				Mandalay to Mandalay shore—		
				For goods traffic	April 1889	2·50
			235·39	*Total Mandalay line*		235·39
	Mu Valley line—			*Mu Valley line*—		
	Main line—			*Main line*—		
	Sagaing (on the right bank of the Irrawaddy) to Myitkyina	331·66		Sagaing to Shwebo	1-7-91	53·05
				Shwebo to Wuntho—		
				For goods traffic	4-4-92	99·46
				For passenger traffic	15-3-93	
				Wuntho to Nankan	1-11-94	15·46
				Nankan to Mohnyin	21-10-95	74·35
				Mohnyin to Mogaung—		
				For goods traffic	1-3-96	52·34
				For passenger traffic	16-7-97	
				Mogaung to Myitkyina—		
				For goods traffic	1-1-98	37·00
						331·66
	Carried over	331·66	571·39	Carried over		571·39 / 331·66

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES.

Metre gauge.

Details of construction.	Remarks.
The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 90 miles, 41¼lb. steel for 29 miles and 40lb. iron for 33 miles.	
The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low.	
The Sittang line is laid with steel rails, 50lb. to the yard, from Pozondoung to Pymlonji (62 miles), the remaining 104 miles being laid with rails, 41¼lb. to the yard, on pynkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of water-way provided against 8,165 lineal feet on the Irrawaddy line.	The dates of orders for survey and construction are as follows: *Dates for survey.* — *Dates for construction.* Rangoon to Prome — 16-10-69 — 25-9-74 Rangoon to Toungoo — 17-8-74 — 23-5-81
The permanent-way on the Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel.	
The ballast on the first 50 miles is chiefly burnt clay or laterite; on the remainder of the line it is either shingle or broken stone.	The orders for the survey were issued in March 1886.
Bridges— Spans. Feet. Swa river . . . . . 3 of 100; 1 „ 40 Nagalike . . . . . 3 „ 100; 2 „ 40 Sinthe . . . . . 4 „ 100 Pyawbwè . . . . . 4 „ 100 Samôn . . . . . 1 „ 150; 2 „ 40 Panloung . . . . . 5 „ 60 Myitngè . . . . . 4 „ 150; 2 „ 40 Meza . . . . . 3 „ 100; 10 „ 40 Namkhin . . . . . 2 „ 60; 6 „ 40 Namyin . . . . . 1 „ 100; 6 „ 40 Mogaung . . . . . 5 „ 100; 9 „ 40 Namti . . . . . 3 „ 60; 4 „ 40 Namkwi . . . . . 1 „ 100; 6 „ 40	The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toungoo in November 1886; on 40 miles from Mandalay southwards, in January 1887; on the section from mile 60 (from Toungoo) to mile 108, in April 1887; and on the remaining section from mile 108 to mile 180, in June 1887.
There are several other bridges with water-ways up to 200 lineal feet.	
All girder bridges are provided with floors and hand rails for military purposes.	
There are no great engineering difficulties, but much of the line passes through thick jungle.	
The line from Prome to Mandalay is fenced.	
The earthwork on the Meiktila branch was carried out as a famine relief work, the bridging, which is very light, being chiefly of timber. The permanent-way consists of second-hand iron rails, 40lb. to the yard, selected from the Irrawaddy section, and the sleepers are of pynkado.	Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure.
	An extension of this branch to Myingyan has been surveyed, the total length from Meiktila being 68 miles; this is in substitution of the line previously proposed from Samôn to Myingyan. The revised estimates have been received, and the earthwork is being done as a famine relief work.
On the Mu Valley line 331·66 miles of rails are laid and 291·66 miles of track fully ballasted. Masonry of bridges is mostly of brickwork. The permanent-way consists of 41¼lb. flat-footed steel rails, laid on sleepers of teak, pynkado, ingyin and theya. The ballast is all of broken stone or shingle. The line is generally unfenced, except at a few stations.	The construction of the main line, Sagaing to Kawlin, and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st January 1890.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XLIX	Burma—*concld.*				
	Brought forward .	331·66	571·39	Brought forward .	571·39 331·66
	Branches—			*Branches*—	
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the left bank of the Irrawaddy opposite Sagaing (*Myohaung branch*) . . .	6·00		*Myohaung branch*— Myohaung to Amarapura shore— For goods traffic . 22-11-91 For passenger traffic . 22-2-92	6·00
	Naba on the main line to Katha on the right bank of the Irrawaddy (*Katha branch*) . . .	14·40		*Katha branch*— Nahakaung to Katha . 2-10-95	14·40
			352·06	*Total Mu Valley line* .	352·06
	Mandalay-Kunlon section—			*Mandalay-Kunlon section*— Myohaung to Sedaw— For goods traffic . . 1-1-98	13·00
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the right bank of the Salween river		230·72	DOUBLE— *Irrawaddy line*—	
				Rangoon to Kemmendine 30-10-89	3·50
				Kemmendine to Insein 10-1-90	5·50
				Nahakaung to Naba . 11-6-97	0·55
					9·55
	TOTAL .		1,154·17	TOTAL OPEN MILEAGE .	936·45
	TOTAL STATE LINES WORKED BY COMPANIES (METRE GAUGE)		7,658·70		6,634·89

D—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The steepest gradient on this line is 1 in 50, of which there are in all three lengths. These are situated between miles 204 and 207 on the Nahakaung-Katha section, and their aggregate length is 3·08 miles. There are in all 13 curves of a radius of 573 feet—the sharpest on the line; four on the Katha branch between miles 212 and 213·8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankan-Mohnyin section, 3,790 feet long. The Mandalay-Kunlon line is being constructed for a single track with 50lb. steel rails and wooden sleepers. The sleepers will be of teak, pynkado, ingyin, theya or oak, and average 2,200 to the mile. It is a mountain railway with a gradient of 1 in 40, except on the Maymyo Ghât (miles 13 to 28), where gradients of 1 in 25 have been sanctioned. The country traversed is, on the whole, difficult. The works and bridging generally are light for a mountain railway, with the exception of 1½ miles of very heavy work on the Maymyo Ghât, and a long, high viaduct and tunnel at the Gokteik gorge. The exact details of these works are not yet settled, pending results of a survey now being carried out. Special locomotives are being designed for this railway, and the rolling-stock will all be on bogies, fitted with the automatic brake for easy and safe working on the heavy gradients and sharp curves. The following statement shows approximately the length of gradients steeper than 1 in 100 and of curves under a radius of 1,000 feet:	The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later. The construction of the extensions from Nankan to Mogoung and from Mogoung to Myitkyina was sanctioned in September 1892 and December 1895, respectively. Orders were given for the construction of the line in October 1895. The working and construction of the Burma railways was made over to a company from the 1st September 1896—*vide* Appendix P to this report.

SECTION.	GRADIENTS.			CURVES.	
	1/25	1/40 to 1/99	1/100	Length.	Radius.
Mandalay (Myohaung)-Salween-- Mile 0 to 230·72 . .	Miles. 11·36	Miles. 102·22	Miles. 18·32	Miles. 51·45	Varying from 350 feet to 955 feet.

The 11·36 miles of 1 in 25 gradients are on the Maymyo Ghât.
Wooden bridging will be used largely on the easier and flatter portions of the line.
The line will not be fenced.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XL.	Eastern Bengal—	Miles.	Miles.	Miles.			Miles.
	NORTHERN SECTION—				NORTHERN SECTION—		
	Main line—				*Main line*—		
	Sára ghât to Párbatipur junction	111·25			Sára to Atrai	19-1-78	38·75
	Párbatipur junction to Siliguri	84·75			Atrai to Jalpáiguri	28-8-77	134·25
			196·00		Jalpáiguri to Siliguri—		
					For goods traffic	10-6-78	23·00
					For general traffic	1-11-78	
							196·00
	Branches—				*Rungpore branch*—		
	Párbatipur junction to Kaunia on the right bank of the Teesta (*Rungpore branch*)	34·00			Párbatipur junction to Shámpur	19-5-78	15·25
					Shámpur to Rungpore	2-7-78	7·50
					Rungpore to Kaunia	1-6-79	11·25
							34·00
	Teesta bridge at Kaunia and approaches	4·87					
	Párbatipur to Dinagepore (*Dinagepore branch*)	17·75			*Dinagepore branch*—		
					Párbatipur to Chirir bandar	1-7-83	9·00
					Chirir bandar to Dinagepore	16-5-84	8·75
							17·75
	2′ 6″ GAUGE.				2′ 6″ GAUGE.		
	Kaunia-Dharlla branch—				*Kaunia-Dharlla branch*—		
	Teesta junction to Jatrapur	23·25			Teesta junction to Dharlla	18-7-81	18·50
	Teesta junction to Mogalhát	13·78			Teesta junction to Mogalhát	6-2-82	13·78
		37·03			Dharlla to Jatrapur	1-7-84	4·75
			93·65	289·65			37·03
					Total Northern section		284·78
	DACCA SECTION—				DACCA SECTION—		
	Náráyanganj ghât to Mymensingh			85·92	Náráyanganj ghât to Dacca	4-1-85	10·25
					Dacca to Jaydebpúr—		
					For goods traffic	1-8-85	19·65
					For passenger traffic	12-12-85	
	Cooch Behar-Santrabari extension (*British section*)—				Jaydebpúr to Gáfargáon—		
	Alipur to Jhainti			20·08	For goods traffic	1-8-85	32·50
					For passenger traffic	18-2.86	
					Gáfargáon to Mymensingh—		
					For goods traffic	1-8-85	23·52
					For passenger traffic	29-8-85	
					Total Dacca section		85·92
	BEHAR SECTION—				BEHAR SECTION—		
	Main line—				*Main line*—		
	Manihári to Katihár	15·50			Manihári to Katihár	1-4-87	15·50
	Katihár to Ráyganj	37·49			Katihár to Ráyganj	1-7-89	37·49
	Ráyganj to Dinagepore	32·68			Ráyganj to Dinagepore	15-2-88	32·68
			85·67				85·67
	Branches—						
	Kosi branch—				*Kosi branch*—		
	Katihár to Kasba	22·10			Katihár to Kasba	1-4-87	22·10
	Kasba to Arariyá	21·71			Kasba to Forbesganj	1-7-89	36·81
	Arariyá to Forbesganj	15·10			Forbesganj to Ancharághât	1-1-91	14·00
	Forbesganj to Debiganj	7·69					72·91
	Debiganj to Ancharághât	6·31					
		72·91					
	Carried over	72·91	85·67	395·65	Carried over		370·70 / 158·58

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
Rails, iron, 40lb. to the yard, and steel, 41¼lb. to the yard, and sleepers of creosoted pine, sâl, teak and iron-wood and of wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section. Iron rails, 40lb. to the yard, are being replaced by steel rails, 50lb. and 41¼lb to the yard, from Sára northwards: 139·68 miles with the 50lb. and 10·41 miles with the 41¼lb. rails—total 150 09 miles—are now laid. Wooden sleepers are also being renewed with steel transverse sleepers. The whole of the Northern section is fenced.	*Dates of orders for survey.* Trial survey on the 20th January 1870. Final survey of main line on the 7th November 1871. Rungpore branch on the 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76. *Date of orders for construction.* Main line, 12th February 1874. The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills.
The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25lb. and iron 30lb. to the yard, laid on sâl sleepers.	The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatrapur on the Brahmaputra and Dhubri, are worked in connection with the trains.
The Dacca section is laid with permanent-way material of the ordinary metre-gauge type, the rails being of steel, 41¼lb. to the yard, on sâl, creosoted pine, asna and pynkado sleepers. The work on the northern half of the line is heavy, but gradients are easy. The line is unfenced, except at stations.	The construction of the line was sanctioned on the 11th August 1882. The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Náráyanganj ghât.
The Behar section consists of a single track laid with 40lb. iron and 41¼lb. steel rails on sâl, asna, teak and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes. The line is nearly all fenced.	The line from Manihári through Kátihar junction to Dinagepore connects the East Indian railway at Sahebgunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár junction through Purnea and Kasba to Ancharághât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway. The Behar section of the Eastern Bengal railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
L	**Eastern Bengal**—*concld.*			Miles.		
	Brought forward	72·91	85·67	395·65	Brought forward	370·70 / 158·58
	BEHAR SECTION—*concld.*				*Bársoi-Kissengunge branch*—	
	Bársoi-Kissengunge branch—				Bársoi to Kissengunge—	
	Bársoi to Kissengunge	35·11			For goods traffic . . 15-12-92 / For passenger traffic . 10-12-93	35·11
			108·02			
				193·69	*Total Behar section*	193·69
	TOTAL			589·34	TOTAL OPEN MILEAGE (NARROW GAUGE SECTIONS)	564·39
LI	**Cawnpore-Burhwál (metre-gauge link**—					
	Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) *viâ* Lucknow to Burhwál (point of junction with the Bahramghat branch of the Oudh and Rohilkhand State railway)			(*a*) 79·60	Burhwál to Daliganj . 24-11-96 (*b*) 34·57 Aishbagh to Cawnpore— For goods traffic . 25-4-97 / For passenger traffic . 15-5-97 (*c*) 45·03	
	Carried over			79·60	Carried over	79·60

(*a*) Excluding 3·66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part the alignment of this line.
(*b*) Including the length, Burhwál to Barabanki, 16·70 miles laid on a mixed gauge.
(c) Including the length over the Cawnpore bridge, 0·59 mile, laid on a mixed gauge.

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
Four miles of the Bársoi-Kissengunge branch have been laid with second-hand steel rails, 41¼ lb. to the yard, and the rest with second-hand iron rails, 40 lb. to the yard, obtained from relaying on the Northern section. Sleepers used are of sâl, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively.	Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891.
The grade of 1 in 150 is the sharpest on the metre gauge section and only occurs at the 9th mile, Dacca section, the length being 0·36 mile.	
A length of 0·07 mile, which is situated at mile 1 on the Kaunia-Dharlla section (2′ 6″ gauge) is on the grade of $\frac{1}{81}$ to $\frac{1}{100}$. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 955 feet and the aggregate length is 6,705 feet, of which 6,580 feet or 1·25 miles are on the line to Kurigram and 125 feet at mile 3 on the line to Jatrapur.	On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlia, the Dacca and the Assam-Behar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system. The Eastern Bengal railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.
The line has been laid partly on a mixed (standard and metre) gauge and partly on a separate metre-gauge track, except for 3·66 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway has been utilized. Starting from the north of Burhwál station, on the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate metre-gauge track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it deviates to the east over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj the Lucknow-Bareilly rails are utilized to Aishbagh, where it crosses the Lucknow-Bareilly railway and runs for 2·08 miles over new country and joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2·80 from Lucknow, and thence runs parallel to the latter line up to the Cawnpore bridge station, whence a third rail has been laid across the Ganges bridge. After clearing the bridge the separate track, parallel to the Oudh and Rohilkhand rails, is resumed and followed up to and through the Cawnpore, Oudh and Rohilkhand State railway station-yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83·26.	The construction of this line, which was sanctioned in October 1894 as a part of the project for linking up the metre-gauge railway systems of Northern India, was commenced in November 1894. It has been constructed and is worked by the Oudh and Rohilkhand State railway.
Land has been taken up for a double line except where the line runs alongside the Oudh and Rohilkhand State railway, but the bridges have been constructed for a single line only.	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
LI	Cawnpore-Burhwal (metre gauge link)—*concld.*		
	Brought forward .	79·60	Brought forward . 79·60
	TOTAL .	79·60	TOTAL OPEN MILEAGE . 79·60
LII	Shadipalli-Balotra (British section)*— Shadipalli to the Jodhpore Frontier . .	(*a*)71·26	
	TOTAL STATE LINES WORKED BY THE STATE (METRE GAUGE)	740·20	643·99

* The native state section of this railway forms an integral part of the Jodhpore section of the Jodhpore-Bickaneer railway.

(*a*) The mileage given is exclusive of 48·75 miles of the existing Hyderabad-Shadipalli standard gauge railway between Shadipalli and Rahoki junction to be converted to the metre gauge, as also 6·33 miles of the same railway between Rahoki junction and Hyderabad on which a separate metre gauge track will be added.

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.

From Burhwál to Bara Banki the permanent-way consists of second-hand 60 lb. steel rails, obtained from the Oudh and Rohilkhand State railway, laid on new deodar sleepers. On the independent line the main line is laid with new 50 lb. steel rails on deodar sleepers except for the last three miles at Cawnpore which are laid with second-hand 60 lb. steel rails obtained from the Oudh and Rohilkhand State railway. All sidings are of second-hand iron 60 lb. section rails.
There are no gradients of 1 in 100 or less.
The sharpest curve has a radius of 573 feet.

Rails.

SECTIONS.	50 lb. flat-footed Indian State Railway steel rail.	60 lb. flat-footed steel rail.	TOTAL.
Burhwál to Daliganj—			
Mixed gauge, 3rd rail . .	...	16·79	16·79
Independent line . . .	17·78	...	17·78
Aishbagh to Cawnpore—			
Mixed gauge, 3rd rail . .	...	0·59	0·59
Independent line . . .	40·48	3·96	44·44
TOTAL .	58·26	21·34	79·60

Sleepers.

SECTION.	Deodar.	Teak.	TOTAL.
Burhwál to Daliganj—			
Mixed gauge, 3rd rail, and independent line . .	34·57	...	34·57
Aishbagh to Cawnpore—			
Mixed gauge, 3rd rail, and independent line . .	44·03	1·00	45·03
TOTAL .	78·60	1·00	79·60

The work is light and easy for 36 miles across the Nara Valley. The rest of the length is through heavy sand-hills.

For the Shadipalli-Frontier section a small grant was sanctioned in 1897-98 and earthwork has been started.

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LIII	**Deoghur—** Baidyanáth (200·25 miles from Howrah on the chord line, East Indian railway) to Deoghur		Miles. 4·79	Baidyanáth to Deoghur . 23-12-82	4·79
LIV	**Rohilkund and Kumaon (Company's section)—** Bhojeepura junction (12·00 miles from Bareilly on the main line) to Káthgodám, at the foot of the Naini Tal hills . . .		53·92	Bhojeepura to Káthgodám . 12-10-84	53·92
LV	**Bengal Dooars—** *Main line—* East bank of the Teesta opposite Jalpáiguri (305·00 miles from Calcutta, Sealdah) on the Northern section of the Eastern Bengal State railway *viâ* Dam Dim to Bagrakote	37·76		*Main line—* East bank of the Teesta to Mal Bazar— For goods traffic . 15-1-93 For passenger traffic . 1-11-93	26·85
	Branches— Lataguri to Ramshaihát . . .	5·40		Mal Bazar to Dam Dim . 16-6-94	4·15
	Maltazar to Hantupara . .	46·00		*Branch—* Lataguri to Ramshaihát—	
	Deomoni Hat to Lalmonir Hat .	69·00		For goods traffic . 11-6-93 For passenger traffic . 16-6-94	5·40
			158·16	TOTAL OPEN MILEAGE .	36·40
LVI	**Dibru-Sadiya—** *Main line—* Dibrugarh (on the left bank of the Brahmaputra river) *viâ* Makum junction to Dihing bridge . .	61·50		*Main line—* Lower steamer ghât on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles).	
				Dibrugarh to Makum junction 16-7-83	38·50
				Makum junction to Dihing bridge 2-5-84	23·00
					61·50
	Tálap branch— Makum junction to Tálap . .	16·00		*Tálap branch—* Makum junction to Dum-Duma 2-5-84	8·00
			77·50	Dum-Duma to Tálap . . 5-2-85	8·00
					16·00
				TOTAL OPEN MILEAGE	77·50

D—*continued.*

progress on the 31st March 1898.

COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. About 2·08 miles are on a grade of 1 in 80 and 0·69 mile on a grade of 1 in 100. The permanent-way is laid with 36 lb. steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced.	Messrs. Burn & Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881. The Rohini branch (1·50 miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic.
The rails are of the metre gauge type, steel, weighing 41¼ lb. to the yard, laid on sâl sleepers. From Káthgodám to Haldwáni, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwáni to Lálkua it varies from 1 in 80 to 1 in 103; from Lálkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of $\frac{1}{51}$ to $\frac{1}{80}$ and $\frac{1}{81}$ to $\frac{1}{100}$ are 4·84 miles and 6·12 miles, respectively. The line is unfenced, except at stations.	The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England. The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882. This company also works the Lucknow-Bareilly line. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The line has been laid with 41¼ lb. flat-footed steel rails spiked to sâl sleepers and is being provided with stone ballast. The bridges are of girders resting on brickwork piers and abutments. In spans of 20 feet and under an invert flooring has been provided for the bridge. The piers of the Neora bridge (6 ft. × 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 feet below low-water. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line was sanctioned for construction in May 1891. The extension of the branch to Tondu has been abandoned owing to changes in the river Jaldaka.
The line throughout was originally laid with steel rails, 41¼ lb. to the yard, but these are now gradually being renewed and replaced by 50 lb. steel rails, 17 miles from Dibrugarh having been so renewed. The length from steamer ghât to Tálap *viâ* Makum junction is constructed on the existing Government road, except for 2·75 miles from the ghât, 1·50 miles from Dibrugarh station east, 0·25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0·50 mile from Dum-Duma river to the Bisakopi. The culverts which were in existence have been utilised, as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Bor Hapjan, Singlijan, Dibru, and Bisakopi rivers, and brick abutments and one central pier have been built, and rolled iron girders laid across the Dinjan river. The timber bridges over the Tipúk Jan, Sessajan, Borbil and Digboi (No. 1) rivers have been replaced by brick abutments and steel girders. Two open brick culverts have been constructed at miles 50·75 and 59·00. The extension to Dihing bridge is cut entirely through thick forest. The line is unfenced and unballasted for one mile from Lower Ghât, and for 16 miles between Makum junction and Tálap. On the rest of the line broken stone ballast has been used. There are no gradients of 1 in 100 or less. Curves under a radius of 1,000 feet are noted below:	The contract with this company, which was formed in England by Messrs. Shaw, Finlayson & Co., will be found in Appendix F to the Railway Administration Report for 1881-82. Government has to pay an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, subject to a maximum charge of ₹1,00,000.

Section of line.	Length.	Radii.
Main line—	Feet.	Feet.
Mile 56 from Dibrugarh .	747	800
„ 61 „ „ .	635	700
Tálap branch—		
Mile 40·25 from Dibrugarh .	200	750

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LVII	**Ledo and Tikak-Margherita Colliery—** *Main Line—* Dihing Bridge junction with the Dibru-Sadiya railway to Ledo . . . 6·50 *Branch—* Namdang branch . . . . 3·50	10·00	Dihing Bridge to Ledo including Namdang branch— For coal traffic . . 17-2-84 For public traffic . . 1-1-97 } 10·00
LVIII	**Ahmedabad-Parántíj—** Ahmedabad [309·25 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Idar-Ahmednagar.	54·59	Ahmedabad to Talod . . 1-5-97 32·75 Talod to Parantij . . . 2-7-97 7·75 Parantij to Idar-Ahmednagar . 23-10-97 14·09 TOTAL OPEN MILEAGE . 54·59
LIX	**Brahmaputra-Sultanpur—** Sultanpur to Kamar Jani near Kaliganj .	59·70	
LX	**Mymensing-Jamalpur-Jagannathganj—** Mymensingh to Jagannathganj . . .	53·81	
LXI	**Segowlie-Raxsaul—** Segowlie to Raxsaul	18·00	
LXII	**Nílgiri—** Méttupálaiyam (327·47 miles from Madras on the Madras railway, Nílgiri branch) to Coonoor	16·81	
	TOTAL ASSISTED COMPANIES (METRE GAUGE)	507·28	237·20

D—*continued.*

progress on the 31st March 1898.

COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The main line is laid with 41¼ lb. rails and sleepers of uriam, and is more than three-fourths ballasted. The steepest gradient is 1 in 70 and is 526 feet in length. The sharpest curve has a radius of 600 feet. The Namdang bridge, the most important on the line, is of 5 spans of 24 feet. The Namdang branch is laid throughout with new 50 feet rails on uriam sleepers. It is unballasted. The steepest gradient is 1 in 86 for 1,425 feet of which the last 300 feet is on a curve of 1,000 feet radius.	This colliery branch line was constructed in 1883, and opened on the 17th February 1884, under sanction of a concession granted in an Indenture made with the Secretary of State for India on 30th July 1881, and has been used for the purposes of bringing coal from the mines on the south bank of Dihing river to connect with the Dibru-Sadiya railway. The working of the line was taken over by the Dibru-Sadiya railway from the 1st January 1897 under the terms recorded as Appendix II to Part II of the Railway Administration Report for 1896-97.
The line has been constructed for a single track. The permanent-way is laid with 41¼ lb. flat-footed steel rails on transverse deodar or creosoted pine sleepers. There are two bridges for crossing the Khari river, the first in the 14th mile by five spans of 60 feet, and again in the 36th mile by five spans of 60 feet. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200 of which there are 4 in number and aggregate 1·74 miles in length. The line is ballasted throughout with either kunker or stone.	The construction of this line was sanctioned and orders for the commencement of work issued in January 1896. The line was constructed by the Bombay, Baroda and Central India Railway Company, and is worked by the same company as a part of their metre-gauge system under an agreement the terms of which will be found in Appendix P to Part II of the Railway Administration Report for 1895-96.
9.	Date of orders for survey— Sultanpur *viâ* Bogra to Kaliganj . . 7-10-90 The construction of the line was sanctioned in October 1896, and work started in January 1897.
The permanent-way will consist of 41¼lb. rails and wooden sleepers. The ballast will be of burnt brick. The Sekrana bridge, the most important on the line, will consist of 9 spans of 50 feet.	Date of orders for survey— Mymensingh to Bonsi *viâ* Jamalpur . 27-11-94 Bonsi to Jagannathganj . . . 23-1-97 The construction of the line was sanctioned in November 1896, and work started during the month
The permanent-way will consist of 41¼ lb. steel rails and sâl sleepers.	The construction of the line was sanctioned in October 1896.
The rails will be steel, 50 lb. to the yard, on pynkado sleepers, laid on stone ballast between dwarf walls 1′ 6″ high. The line will be unfenced. The bridges will be of lattice or plate girders resting on masonry piers and abutments. On the Ghât the Abt Rack (double) will be used. There are nine tunnels on the line, varying in length from 62 to 308 feet and aggregating 1,578 feet. The ruling gradient is 1 in 12½ in the mountainous portion, and 1 in 40 in the plains. The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	The Nílgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nílgiri-Rigi Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889. The survey was started in August 1890, and the final location was completed early in 1892. The Government of India guarantee 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith. The company went into liquidation in April 1894. In February 1896, a new company was formed in London to purchase the line from the old company and to supply the capital required to complete it. Work recommenced in April and is still in progress.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
Between 13·92 and 16·21 miles .	...	1·59	...	...	...
The whole line .	13·50	...	...	8·27	Varying from 328 feet (100 metres) to 716 feet.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXIII	**The Gaekwar's Mehsána—**		Miles.		
	Viramgám (40·50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) *viâ* Mehsána to Kherálu	67·94		Viramgám to Mehsána . 1-2-91	40·21
				Mehsána to Vadnagar . 21-3-87	20·73
				Vadnagar to Kherálu . . 12-12-88	7·00
	Mehsána to Pátan	24·69		Mehsána to Pátan . . 20-7-91	24·69
			92·63	TOTAL OPEN MILEAGE .	92·63
LXIV	Kolhápur—				
	Kolhápur to Miraj (159·98 miles from Poona on the Poona branch of the Southern Mahratta railway)		29·07	Kolhápur to Miraj . . 21-4-91	29·07
LXV	**Yesvantpur-Mysore frontier—**				
	Yesvantpur (363·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier		51·35	Yesvantpur to Dodballapur . 15-12-92	19·93
				Dodballapur to Mysore frontier . . . 17-9-93	31·42
				TOTAL OPEN MILEAGE .	51·35
LXVI	**Mysore-Nanjangúd—**				
	Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjangúd	15·25		Mysore to Nanjangúd . 1-12-91	15·25
	Nanjangúd station to a point 0·50 mile nearer the town of Nanjangúd	0·50	15·75		

D—*continued.*.

progress on the 31st March 1898.

AND WORKED BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41¼lb. to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur. The remainder of the line is laid with iron and steel rails, 40lb. and 41¼lb. to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted. The line runs through an easy country, and there have been no engineering difficulties. The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The survey of the line from Mehsána to Vadnagar was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887. The funds for this branch were supplied by His Highness the Gaekwar of Baroda. The construction of an extension from Visnagar to Vijápur, which was sanctioned on the 18th April 1887, has been deferred for the present. The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888. Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively. This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix M to Part II of the Railway Administration Report for 1893-94.
This line is constructed for a single track. The rails are steel, 41¼lb. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11·03 miles being on this grade. There are no curves under a radius of 1,000 feet. The following important rivers are crossed: Kistna, 14 spans of 60 feet girders. Panchganga, 10 „ 60 „ „ Udgaum Nulla 10 „ 60 „ „	The commencement of work was authorized in February 1888. The necessary funds were provided by the Kolhápur Durbar, and the line is worked by the Southern Mahratta Railway Company under a special agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1891-92.
The rails used are of the state railway type, weighing 50lb. to the yard, on the Ghât section, 11 miles in length, and 41¼lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout. On the Ghât section the ruling gradient is 1 in 89, and the sharpest curve of a radius of 603 feet; on the rest of the line the ruling gradient is 1 in 100, and the sharpest curve has a radius of 1,910 feet. The line is ballasted with broken stone in the cuttings, and sand and moorum in the banks. It is fenced throughout.	The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic.
The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9·50 miles. The permanent-way consists of 41¼lb. steel rails of the standard metre-gauge pattern laid on Mysore teak sleepers. The ruling gradient is 1 in 100. The line is partially fenced.	The construction of this line was commenced in September 1890 and completed in November 1891. It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on the 1st July 1892. The extension to Nanjangúd town was sanctioned on the 12th March 1897.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXVII	Birur-Shimoga—		
	Birur to Shimoga	37·98	
LXVIII	Hyderabad-Godavari Valley—		
	Secunderabad to Manmad	389·81	
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE)	616·59	188·30

D—*continued.*

progress on the 31st March 1898.

AND WORKED BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The permanent-way will consist of 41¼lb. steel rails and Mysore teak sleepers except on the Bhadra bridge on which 50lb. rails will be used. The ruling gradient is 1 in 90 (aggregating 8·15 miles) and the sharpest curve 1,500 feet radius. The only important bridge is that over the Bhadra river at Benkipur.	The survey of this line was carried out by the Mysore Durbar. Construction was sanctioned in September 1896 and work started in November of the same year.
The permanent-way will consist of 50lb. rails and steel and wooden sleepers. The steepest gradient will be 1 in 133·3 and aggregates 132·25 miles in length. The sharpest curve will have a radius of 1,432 feet. The following are the important bridges—	The construction of the line was sanctioned in January 1897, and is still in progress. The terms for construction and working will be found in Appendix BB to this report.

	Spans.	feet.
Polang	7 of	40
Godavari	2 „	60
Boalsa	6 „	20′ arches.
Moodkhaid	8 „	15′ „
Astna	7 „	80
Pandrea	6 „	20′ arches.
Thurna	3 „	60
Poorna	13 „	60
Narendi	3 „	40
Rotigaon Nallah	4 „	40
Bor Nadi	3 „	40
Dhykoo	5 „	40
Sivna	6 „	60 and 2 spans of 40′.
Kam	4 „	40
Sukhna	5 „	40
Lahouki	4 „	40
Dudhna I	6 „	40
Dudhna II	3 „	100
	1 „	40
Kasoora	4 „	60

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
LXIX	**Jodhpore-Bickaneer—**					
	Marwar railway junction (218·00 miles from Ahmedabad on the Rajputana-Malwa railway) *viâ* Lúni and Merta Road junctions to Kuchâman Road including the new approach to Kuchâman Road (374·00 miles from Ahmedabad on the Rajputana-Malwa railway) . .	201·00		Marwar railway junction to Marwar Páli—		
	Lúni junction to Pachpadra . .	60·00		For goods traffic . . 24-6-82 } For passenger traffic . 27-7-82 }		19·00
	Merta Road junction to Bickaneer .	103·00		Marwar Páli to Lúni junction	17-6-84	25·00
			364·00	Lúni junction to Jodhpore .	9-3-85	20·00
	Balotra-Jodhpore frontier section—			Jodhpore to Merta Road .	8-4-91	64·00
	Balotra to the Jodhpore frontier in the Jodhpore state		134·81	Merta Road to Kuchâman Road	13-3-93	73·00
				Lúni junction to Pachpadra	22-3-87	60·00
	Bickaneer-Khari extension—			Merta Road to Nágore .	16-10-91	35·00
	Bickaneer *viâ* Khari to Lankaransar in the Bickaneer state . .		50·57	Nágore to Bickaneer .	9-12-91	68·00
			549·38	TOTAL OPEN MILEAGE .		364·00
LXX	**Oodeypore-Chitor—**					
	From Berach near Chitorgarh (550·75 miles from Bombay *viâ* the Godhra-Rutlam-Nágdá railway) *viâ* Debari to the Áhr river near Oodeypore		66·83	Berach near Chitorgarh to Debari near Oodeypore .	1-8-95	60·39

D—*continued.*

progress on the 31st March 1898.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
This is mainly a surface line and the works are very light. Excepting the length between Marwar junction and Jodhpore, the permanent-way consists of 36lb. steel rails mostly laid on steel trough sleepers. From Jodhpore to Marwar Páli the line was originally laid with old 36lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41¼lb. steel rails. Beyond Marwar Páli second-hand rails were originally laid on pine creosoted sleepers, which have for the most part been renewed by deodar except for the last 3 miles where a new approach has been lately constructed with new 41¼lb. steel rails laid on steel sleepers. The line is thoroughly ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchámau Road section it is chiefly broken stone, marble, and kunkur. There is a telegraph line on the entire length, except from Balotra to Pachpadra. With the exception of a few stations, the line is practically unfenced. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient is 1 in 150, of which there are 14 in number aggregating 7·88 miles in length. The permanent-way on the Bickaneer-Lankaransar extension will consist of 36lb. steel rails and steel trough sleepers weighing 69lb. each. The ruling gradient will be 1 in 200, of which there are 13 in number, aggregating 9·08 miles in length.	The line has been constructed at the expense of, and is worked by, the Jodhpore and Bickaneer States. The section up to Lúni junction was sanctioned in 1883 and the extension to Jodhpore in 1884. The line from Jodhpore to Bickaneer was sanctioned in 1890. The Lúni-Pachpadra section was sanctioned in 1885 and that from Merta Road to Kuchámau Road in July 1891. On the completion of the line to Bickaneer the name "Jodhpore-Bickaneer railway" was given to the entire system. Sanction to construct the Shadipalli-Balotra railway was given in August 1897. The Balotra-Jodhpore frontier section is being constructed by the Jodhpore Durbar. Earthwork of the banks is practically complete except on the last 9 miles; the larger cuttings are more than half done. A few small culverts are built and others are in progress. Stations and staff quarters are in progress. Permanent-way materials for the whole line have been ordered, and ballast is being collected in some places. The Bickaneer-Khari extension is being constructed by the Bickaneer Durbar, and was sanctioned for famine relief purposes in December 1895. Work was commenced on the 26th February 1896. The Khari-Lankaransar section was sanctioned in December 1897 and work commenced on the 3rd February 1898.
The works on the Berach-Debari section are comparatively light, the largest bridge being 8 spans of 20 feet situate on an open straight road over the Baila nullah, mile 8½. The permanent-way consists of 41¼lb. flat-footed, steel rails, 30 feet long, laid on deodar sleepers, with broken stone ballast. The whole line is unfenced. The steepest gradient is 1 in 100 for a length of 0·84 mile (including compensation for curves the length is 1·17 miles) between miles 58 and 60, and the sharpest curve is of 1,146 feet radius, and is 0·54 mile in length. On the extension from Debari to the Ahr river near Oodeypore the works are heavier—there being a tunnel 400 feet long. The permanent-way will be the same as on the Berach-Debari section. The steepest gradient is 1 in 100 aggregating 0·96 mile. The sharpest curve has a radius of 820 feet and is 0·16 mile in length.	The line was constructed at the expense of the Meywa Durbar. It was sanctioned for construction in February 1894. The line was worked by the Bombay, Baroda and Central India railway up to the 31st December 1897, when the working was taken over by the Meywar Durbar. Work on this section commenced in January 1898.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.		
LXXI	**Bhávnagar-Gondal-Junágad-Porbandar—**			(a)
	Bhávnagar Bandar to Wadhwán junction	104·76	Bhávnagar to Wadhwán . 20-12-80	104·76
	Dhola junction (32·00 miles from Bhávnagar Bandar) to Porbandar Bandar	158·85	Dhola to Dhoráji . 19-1-81	88·37
			Dhoráji to Porbandar . 17-12-89	69·50
			Porbandar to Porbandar Bandar—	
			For goods traffic . 15-3-90	0·98
	Jetalsar junction (112·00 miles from Bhávnagar Bandar) to Verával Bandar, including 2·33 miles of Junágad quarry line .	69·85	Jetalsar to Junágad . 1-9-88	16·00
			Junágad to Verával (including Junágad quarry line) . . .	(b) 53·55
		333·46	Verával to Verával Bandar—	
			For goods traffic . 1-12-90	0·30
			TOTAL OPEN MILEAGE .	333·46
LXXII	**Jetalsar-Rájkot—**			
	Jetalsar junction to Rájkot (point of junction with the Morvi railway) .	46·23	Jetalsar junction to Rájkot . 12-4-93	46·23
LXXIII	**Jámnagar—**			
	Rájkot junction with the Bhávnagar-Gondal-Junágad-Porbandar and Morvi railways (46·23 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnagar . .	(c) 54·28	Rájkot junction to Jámnagar . 8-4-97	50·29
			Jámnagar to Bedi Bandar—	
			For goods traffic . . 8-4-97	3·99
			TOTAL OPEN MILEAGE .	54·28

(a) Of this the Bhavnagar dock estate line, 0·87 mile, is worked for goods traffic only.
(b) Of this the Junagad quarry line, 2·33 miles, is worked for goods traffic only.
(c) Including 3·99 miles dock estate lines.

D—*continued.*

progress on the 31st March 1898.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
The lines from Bhávnagar to Wadhwán and Dhola to Dhoráji have been constructed for a single track with 41¼lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·21 mile) of 1 in 100 at mile 72. The ruling gradient on the Jetalsar-Veravál section is 1 in 150. The permanent-way consists of 41¼lb flat-footed steel rails, laid on creosoted pine and deodar sleepers. The permanent-way on the Dhoráji-Porbandar section consists of 41¼lb. flat-footed steel rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200. With the exception of one or two short lengths ballasted with kunker the line is laid with a good section of well-broken stone ballast. The whole line is practically unfenced. There are no curves under a radius of 1,000 feet,	The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native states by the British Government, and is worked under the direction of a Board of Control consisting of representatives of each of the proprietary states. The revised agreement came into force on the 1st January 1897 and will be found in Appendix Y to this report. The portions from Bhávnagar to Wadhwán on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State. The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886 The line has been constructed at the expense of the Junágad State, within whose territory it lies. The survey of the Dhoráji-Porbandar section was sanctioned on the 1st November 1886 and commenced in March 1887. The construction was sanctioned on the 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar States under an agreement by which the Gondal section above referred to also became the joint property of these two States.
The permanent-way consists of 41¼lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0·07 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0·01 mile long) under a radius of 1,000 feet, *viz.*, 955 feet between mileages 45 and 46 from Jetalsar. The line is unfenced.	The construction of this line was sanctioned in February 1892. The line has been constructed for the Native States by the Bhávnagar-Gondal-Junágad-Porbandar Railway and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states.
The permanent-way consists of 41¼lb. steel flat-footed rails laid on creosoted pine and deodar sleepers. The steepest gradient is 1 in 100 for a length of 0·19 mile at mile 16 from Rájkot. There are no curves under a radius of 1,000 feet. The line is unfenced, except at the approaches to the Victoria bridge, near Jámnagar, and the south side of the Jámnagar station yard. The ballast consists of moorum on banks, and of stone in cuttings.	This line, including a branch to the port of Jodiya, was provisionally sanctioned in October 1893, pending the result of a preliminary survey. The branch has since been abandoned and orders for commencement of work on the remaining portion (Rájkot to Jámnagar) issued after the close of the year 1894-95. Work was commenced in January 1896 and completed on 7th April 1897. The line has been constructed at the expense of the Jámnagar state by the Bhavnagar-Gondal-Junagad-Porbandar Railway, and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states. The agreement will be found in Appendix Z to this report.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
LXXIV	**Jeypore—** Sanganer to Sewai Madhopore in the Jeypore state	72·78	
LXXV	**Dhrángadra—** Wadhwan junction with the Bhavnagar-Gondal-Junagad-Porbandar, Bombay, Baroda and Central India and Morvi railways (104 miles from Bhavnagar on the Bhavnagar-Gondal-Junagad-Porbandar railway) to Dhrángadra	21·00	
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE)	1,143·96	858·36

D—*continued.*

progress on the 31st March 1898.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
The permanent-way as at present proposed will consist of 41¼lb. rails and creosoted pine sleepers; and the ballast of broken stone or kunkur as found most economical. The ruling gradient will be 1 in 200 situated between Sanganer station and mile 4·20. The sharpest curve on the line will be of 1°, aggregating 4·77 miles in length.	The line was sanctioned by the Secretary of State for India in December 1897, and the commencement of work in February 1898. The funds for its construction will be supplied by the Jeypore state.
The permanent-way will consist of steel flat-footed rails, weighing 41¼lb. to the yard, laid on deodar sleepers, over a bed of stone ballast. The line will be unfenced. There are no curves under a radius of 1,000 feet.	The construction of this line which was sanctioned in December 1897 is being carried out at the expense of the Dhrángadra state by the Bhávnagar-Gondal-Junágad-Porbandar railway administration by whom the line will be worked when open.

APPENDIX

Railways constructed and in

Metre gauge. FOREIGN

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXXVI	**West of India Portuguese—**			
	Mormugao on the west coast to the Portuguese frontier (junction with the Southern Mahratta railway)	51·00	Mormugao to Sonauli . . 17-1-87	41·00
			Sonauli to the Portuguese frontier 3-2-88	10·00
			TOTAL OPEN MILEAGE .	51·00
LXXVII	**Pondicherry—**			
	Left bank of the Gingee river (French frontier) or (16·26 miles from Villupuram on the Pondicherry branch, South Indian railway) to Pondicherry	7·80	Left bank of the Gingee river to Pondicherry . . . 16-12-79	7·80
LXXVIII	**Káraikkal-Peralam—**			
	Peralam (184·44 miles from Madras, on the Máyavaram-Mutupet railway) to the French port of Káraikkal	14·45	Peralam to Káraikkal . . 14-3-98	14·45
	TOTAL FOREIGN LINES .	73·25		73·25

D—*continued.*

progress on the 31st March 1898.

LINES. Metre gauge.

Details of construction.	REMARKS.
The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails. The permanent-way throughout is of the 62lb. State Railway type with 10 sleepers to the rail. The sleepers used are creosoted pine, sâl, teak, and jamba. The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghâts. On the Ghâts there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghât incline is not much less than that on the Bhore Ghât on the Great Indian Peninsula railway. The length and situation of gradients up to $\frac{1}{100}$, and of curves under a radius of 1,000 feet are detailed below:	The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier. Work was commenced on the 22nd February 1882 and the harbour and line to the 41st mile were opened for public traffic on the 17th January 1887.

SECTION OF LINE.	LENGTH OF GRADIENTS.			LENGTH OF CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	720 feet radius.	800 feet radius.
	Miles.	Mile.	Miles.	Mile.	Miles.
Mormugao harbour to mile 1 . .	...	...	...	0·15	0·41
Collem to frontier—					
Between 41 and 51 miles . .	12·42	...	...	...	5·80
Between 39·50 and 40·50 miles .	...	0·55	...	...	...
Between 2·50 and 39·50 miles .	...	...	12·18	...	...

The line is single and is laid with 40lb. iron rails on wooden sleepers, except over the Gingee bridge which was laid, when rebuilt, with 50lb. steel rails on pot sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878. This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.
The line traverses an easy country partly in British and partly in French territory. There is no water-way of any importance, and the only large bridge is one of 3 spans of 25-feet girders over the river Wanjiar. The rails are of steel flat-footed, 41¼lb. to the yard, laid on pynkado sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this line which was sanctioned in July 1895 was carried out by the South Indian Railway Company from funds provided by the French Government and is worked through the agency of that Company.

APPENDIX

Railways constructed and in

Special gauge. STATE LINE

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
LXXIX	**Raipur-Dhamtari branch (Bengal-Nágpur)—**		
	2′ 0″ GAUGE.		
	Raipur (187·27 miles from Nágpur) to Dhamtari . . . . . 45·45		
	Branch— Abhanpur (17·00 miles from Raipur) to Rajim (*Rajim branch*) . . . 11·22		
		56·67	
	TOTAL STATE LINE WORKED BY COMPANY (SPECIAL GAUGE)	56·67	

D—*continued.*

progress on the 31st March 1898.

WORKED BY COMPANY. Special gauge.

Details of construction.	REMARKS.
The line will be laid with 31lb. flat-footed steel rails and timber sleepers.	The survey was ordered in September 1896 and completed in March 1897. Construction of portions of the line finally surveyed was sanctioned on the 3rd March 1897. The line when open will form an integral part of the Bengal-Nágpur railway.

APPENDIX

Railways constructed and in

Special gauge. STATE LINE WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXXX	**Jorhát—**				
	2′ 0″ GAUGE.				
	Main line—			*Main line—*	
	Gosáigáon to Titábar . . .	18·25		Gosáigáon to Jorhát—	
	Alternative cold weather section to steamer ghât . . .	3·00		For goods traffic . 15-12-84 } For passenger traffic . 17-10-85 }	7·00
				Jorhát to Dhali river—	
				For goods traffic . 15-12-84 } For passenger traffic . 26-2-88 }	9·50
	Mariani branch—			Dhali river to Titábar . 16-7-87	1·75
	Chenimara to Mariani . . .	7·00		Alternative cold weather section to steamer ghât 25-11-89	3·00
			28·25		21·25
				Mariani branch—	
				Chenimara junction to Mariani—	
				For goods traffic . 7-1-85 } For passenger traffic . 26-2-88 }	7·00
				TOTAL OPEN MILEAGE .	28·25
	TOTAL STATE LINE WORKED BY THE STATE (SPECIAL GAUGE)		28·25		28·25

D—*continued.*

progress on the 31st March 1898.

BY THE STATE. Special gauge.

Details of construction.	REMARKS.
This line, excepting the alternative cold weather section, is laid with steel rails, 18lb. to the yard, Vignole's pattern, on uriam sleepers. The extension to Titábar and the branch to Mariani are laid on the existing roads. The alternative cold weather section from Gosáigáon to the steamer ghât is laid with steel rails, 14lb. to the yard, Fowler's patent. The steepest gradient is 1 in 190. The sharpest curve has a radius of 480 feet and is 468 feet in length.	This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhât. The extension to Titábar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on the 13th September 1883.

APPENDIX

Railways constructed and in

Special gauges. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXXXI	**Darjeeling-Himalayan—**			
	2′ 0″ GAUGE.			
	Siliguri [328 miles from Sealdah (Calcutta)] on the Northern section of the Eastern Bengal State railway to the Darjeeling bazar .	51·00	Siliguri to Kurseong . . 23-8-80	31·75
			Kurseong to Sonáda . . 1-2-81	9·50
			Sonáda to Ghúm . . 5-4-81	5·87
			Ghúm to Darjeeling . . 4-7-81	3·63
			Darjeeling to the Darjeeling bazar . . . 16-6-86	0·25
			TOTAL OPEN MILEAGE .	51·00
LXXXII	**Bársi Light—**			
	2′ 6″ GAUGE.			
	Bársi Road [234 miles from Bombay (Victoria terminus) on the Great Indian Peninsula railway] to the town of Bársi 21·75		Bársi road to the town of Bársi—	
			For goods traffic . 1-3-97 }	21·75
			For passenger traffic . 19-3-97 }	
	Bársi Road to Pandharpur . . . 33·00			
		54·75		
	TOTAL ASSISTED COMPANIES (SPECIAL GAUGES)	105·75		72·75

D—*continued.*

progress on the 31st March 1898.

COMPANIES. Special gauges.

Details of construction.	REMARKS.
The line is single throughout. The road has almost continuous curves and windings as it passes across the mountains. Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35·55 miles throughout the line. Of gradients there are 40·69 miles of 1 in 50 and less; 1·68 miles of 1 in 51 to 1 in 80; and 0·45 mile of 1 in 81 to 1 in 100— the steepest being 1 in 25·7 up-hill. The line, which was originally laid with iron rails, 30 lb. to the yard, on the plains portion, has been re-laid with iron rails 40 lb. to the yard. Steel rails, 41¼ lb. to the yard, are laid on the hill portion. Of the Terai, 1·75 miles have been renewed with 41¼lb. steel rails. Sâl, oak, and chestnut sleepers are in use, but are being gradually renewed with sâl only under 41¼lb. rails. The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of shingle. Half the width of the cart road has been reserved for cart and other traffic.	The line was originally known as the Darjeeling steam tramway, and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to ₹2,00,000 per annum.
The line has been laid on the existing provincial road, which, with its earthworks, cuttings, and bridges, was constructed by the Government of Bombay in 1870 for the purposes of a light railway with maximum gradients not exceeding 1 in 100, and with curves suitable for the alignment of a railway. In practice the gradients were found to be as steep as 1 in 70, and not one bridge on the road would carry the rolling-stock, hence all have had to be strengthened.	This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railways Act, IX of 1890. The contract, which was executed on the 1st August 1895, will be found in Appendix J to Part II of the Railway Administration Report for 1895-96. Construction commenced on the 1st January 1896. In December 1897, the terms for the construction of the Barsi Road-Pandharpur extension were accepted by the Barsi Light Railway Company and orders issued for the preparation of the complete project and estimates for the extension. The earthwork has been thrown up as a measure of Famine Relief.

APPENDIX

Railways constructed and in

Special gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXXXIII	**The Gaekwar's Dabhoi—**		Miles.		
	2′ 6″ GAUGE.				
	Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Dabhoi	20·00		Miyágám to Dabhoi . . 8-4-73	20·00
	Dabhoi to Báhádarpur	9·64		Dabhoi to Chándod . . 15-4-79	10·62
	Báhádarpur to Bodeli	12·77		Dabhoi to Báhádarpur . . 17-9-79	9·64
	Dabhoi to Chándod	10·62		Dabhoi to Goya Gate . . 1-7-80 }	18·63
	Dabhoi to Vishvámitri	18·63		Goya Gate to Vishvámitri . 24-1-81 }	
	Vishvámitri to Padra	7·14		Báhádarpur to Bodeli . . 16-6-90	12·77
				Vishvámitri to Padra . . 1-7-97	7·14
			78·80	TOTAL OPEN MILEAGE .	78·80
LXXXIV	**Rajpipla—**				
	2′ 6″ GAUGE.				
	Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *viâ* Raj-Párdi to Nandod	36·83		Anklesvar to Raj-Párdi . 1-7-97	19·03
LXXXV	**Rewah—**				
	2′ 6″ GAUGE.				
	Rewah to Sutna	31·81			
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (SPECIAL GAUGE) .	147·44			97·83

D—*continued.*

progress on the 31st March 1898.

AND WORKED BY COMPANIES.

Special gauge.

Details of construction.

The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39·25 miles and 12·50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 11·30 miles having been renewed with 31lb. steel rails. The line from Vishvamitri to Padra is laid with 31 lb. steel rails and wooden sleepers with sand ballast. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-feet span and some of two 20-feet, 30-feet spans each and one of 3 spans of 60 feet warren girders. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line.

There is no fencing, except what has been put up by the villagers themselves.

There are no gradients of 1 in 100 or less.

The length and situation of the ruling gradients are as under:

Section of line.	Ruling gradient.	No. of gradients.	Length of gradients.
			Miles.
Miyagam-Dabhoi section .	1 in 475	2	1·03
Dabhoi-Bahadarpur section .	1 in 300	1	0·85
Bahadarpur-Bodeli section .	1 in 300	1	0·34
Dabhoi-Chandod section .	1 in 500	2	0·61
Dabhoi-Vishvamitri section .	1 in 400	1	0·38
Vishvamitri-Padra section .	1 in 200	2	0·58

The length and situation of curves under a radius of 1,000 feet are shown below:

Section of line.	Length of curve.	Radius of curve.
	Feet.	Feet.
Vishvámitri-Dabhoi—		
(Between 0 and 1 mile from Vishvámitri)	1,505	955·48
Dabhoi-Chándod—		
(Between 18 and 20 miles from Vishvámitri) . . .	956	500·00
Báhádarpur-Bodeli—		
(Between 29 and 30 miles from Vishvámitri)	702	700·00
Vishvamitri-Padra—		
(Between 0 and 1 mile from Vishvamitri)	219	500
(Between 4 and 5 miles from Vishvamitri)	422	955

Remarks.

The dates of orders for survey and construction are as follow:

	Dates for survey.	Dates for construction.
Miyágám to Dabhoi .	17-4-69	21-3-72
Dabhoi to Chándod and Báhádarpur	6-6-77	27-11-77
Dabhoi to Baroda . . .	July 77	29-1-79

The line is the property of His Highness the Gaekwar of Baroda.

The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890.

The section from Vishvámitri to Padra, 7·14 miles, was surveyed in 1891—orders for its resurvey were given on 22nd July 1895 and construction on 28th August 1895. Work commenced in March 1896 and was completed in June 1897.

This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found in Appendix A A to this report.

The line is laid with 41½ iron rails on half round jungle teak sleepers with sand ballast. The width at formation level is 12 feet. There is one bridge of 5 spans of 60 feet, three of 2 spans of 60 feet each, one of 2 spans of 40 feet, beside a large number of minor bridges.

There are no bridges specially constructed for cart traffic, but carts use some of the nullahs to pass under the line.

There is no fencing except in the station yards.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

The ruling gradient is 1 in 150 of which there are three in number, aggregating 3·12 miles in length.

This line is owned by the state of Rajpipla, but constructed, worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix C C to this report..

Orders for the survey of the line issued in April 1893, and the construction of the section from Anklesvar to Raj-Párdi was provisionally sanctioned in October 1894. Work commenced in April 1895 and was completed in June 1897.

The Raj-Párdi-Nandod section was sanctioned for construction in February 1898.

The ruling gradient is 1 in 73 of which there are two in number aggregating 0·83 mile in length.

Nearly three-fourths of the earthwork was carried out under the relief work system.

The earthwork was stopped when the famine operations ceased. Plans for culverts and bridge have been prepared. Drawings for the permanent-way are under consideration by the East Indian Railway authorities.

APPENDIX

Railways constructed and in

Special gauge. LINE OWNED BY NATIVE STATE AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXXXVI	**Cooch Behar—**		
	2′ 6″ GAUGE.		
	Gitaldaha (on the left bank of the Dharlla river opposite Mogalhát) to the town of Cooch Behar . . . 25·84		Gitaldaha to the right bank of the Torsá— For goods traffic . . 15-9-93 } 22·12 For passenger traffic . 1-3-94 }
	Cooch Behar to Alipur (Cooch Behar-Santrabari extension, Native state section) . . . . . 11·50		
		37·34	
	TOTAL LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY (SPECIAL GAUGE)	37·34	22·12

D—*continued.*

progress on the 31st March 1898.

WORKED BY STATE RAILWAY AGENCY. Special gauge.

Details of construction.	REMARKS.
The line runs through an easy country on an embankment 12 feet wide. It is single throughout. The rails are flat-footed steel, 25lb. to the yard, and are laid on pynkado sleepers with sand ballast. The bridges, except three arched culverts, are of brickwork with metre gauge girders. The line is unfenced. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are, however, two curves on a fair weather line to the Gitaldaha ghât, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively.	The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned on the 28th of September 1891 and work started in December. The line is being worked by the Eastern Bengal State railway. An extension of the Cooch Behar line to the town of Cooch Behar, 3·72 miles in length, was sanctioned for construction in August 1895 and work commenced in January 1897. The survey of the Cooch Behar-Alipur section was ordered in January 1896 and final survey made in September of that year. Construction was sanctioned in December 1897 and work started in January 1898.

APPENDIX

Railways constructed and in

Special gauge. LINES OWNED AND WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
LXXXVII	**Morvi—**			*Main line—*	
	2′ 6″ GAUGE.			Wadhwán to Dolia . 11-3-86	24·00
	Main line—			Dolia to Vánkáner . 20-11-86	27·75
	Wadhwán [389·25 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *viâ* Vánkáner to Morvi . . .	68·50		Vánkáner to Morvi . 24-3-87	16·75
					68·50
	Branch—			*Rájkot branch—*	
	Vánkáner to Rájkot, including the extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway (*Rájkot branch*) .	25·86	94·36	Vánkáner to Rájkot . 1-1-90	25·25
				Extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway . . . 6-8-94	0·61
					25·86
				TOTAL OPEN MILEAGE .	94·36
LXXXVIII	**Gwalior-Sipri.**		Miles.		
	2′ 6″ GAUGE.				
	Gwalior to Sipri		72·96		
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (SPECIAL GAUGE) . . .		167·32		94·36

D—*continued.*

progress on the 31st March 1898.

BY NATIVE STATES. Special gauge.

Details of construction.	Remarks.
This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29lb. and 41¼lb. rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are: 19lb. rails . . . 21·50 miles. 29 „ „ . . . 51·25 „ 41¼ „ „ . . . 21·61 „ 94·36 On the Rájkot branch, from Rájkot station to mile 58 (Sindhávadars), 18 miles of 19lb. rails have, with a view to eventual conversion, recently been replaced by 41¼lb. metre gauge rails on creosoted pine sleepers and 3 additional miles of 41¼ lb. rails have been laid to mile 55. During the year 343 steel 11lb. sleepers for 19lb. rails have been renewed on the main line between Wadhwán and Dolia, chiefly in salty places. The extension across the Aji river has been laid with metre gauge rails, weighing 41¼lb. to the yard, on creosoted pine sleepers of that gauge. The ruling gradient is 1 in 150, and there are 3·24 miles of curves under a radius of 1,000 feet, particulars of which are given below:	Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhwán to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, *viâ* Vánkáner, instead of to Rájkot. Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890. The extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway, was sanctioned in January 1894.

Section of line.	Curves of less than 1,000 feet radius.	
	Length.	Radii.
Wadhwán to Dolia—	Miles.	
(Between 0 and 24 miles from Wadhwán) .	1·41	Varying from 250 to 850 feet.
Dolia to Vánkáner—		
(Between 24 and 51·75 miles)	1·03	„ „ 375 to 800 „
Vánkáner to Morvi—		
(Between 51·75 and 68·50 miles) . .	0·18	„ „ 550 to 850 „
Vánkáner to Rájkot—		
Between 0 and 25·25 miles from Vánkáner.	0·62	„ „ 500 to 800 „

The line will for the most part be laid on the berm of the Grand Trunk, Agra-Bombay Road, but at parts a new alignment is necessitated by the very heavy ghâts. The total rise, Gwalior to Sipri, is some 1,000 ft. Existing road bridges are made use of where possible. The ruling gradient is 1 in 40, and the sharpest curve in station yards 200 feet radius. The sharpest curve out of stations is 400 feet radius and this occurs but seldom, and not on the limiting grade. The formation width of banks is 10 feet and in cutting 13 feet. The permanent-way will consist of 30 lb. steel rails laid on 41 lb. steel trough sleepers, Indian State Railway pattern. The line will be ballasted throughout.	The line was sanctioned for construction in March 1897 as a famine work. The works are well forward, and the permanent-way is expected out in April, and it is hoped a section of some 40 miles to Mohona may be opened for traffic during the year.

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
	Howrah-Amta—				
	2′ 0″ GAUGE.				
	Telkul ghât (Howrah) to Amta	27·25		Telkul ghât (Howrah) to Dumjur 1-7-97	9·50
	Bárgachi to Jagatbalabpur (*Branch*)	1·50		Dumjur to Bárgachi . . . 2-10-97	5·50
			28·75		15·00
				Branch—	
				Bárgachi to Jagatbalabpur . 2-10-97	1·50
				TOTAL OPEN MILEAGE .	16·50
	Howrah-Sheakhalla—				
	2′ 0″ GAUGE.				
	Kadamtolla* junction with the Howrah-Amta tramway, 2·00 miles from Telkul ghât (Howrah) to Sheakhalla	17·25		Kadamtolla to Chanditolla . 2-8-97	8·75
				Chanditolla to Kistrampur . 10-9-97	3·75
				Kistrampur to Sheakhalla . 7-11-97	4·75
	Chanditolla to Jonai (*Branch*) . .	2·00			
			19·25	TOTAL OPEN MILEAGE .	17·25
	Tárakeshwar-Magra—				
	2′ 6″ GAUGE.				
	Tárakeshwar (terminus of the Tarkessur railway) to Magra, a station on the East Indian railway		31·12	Tárakeshwar to Basua . 7-11-94	12·50
				Basua to Magra . . 8-3-95	18·62
				TOTAL OPEN MILEAGE .	31·12
	Powayan—				
	2′ 6″ GAUGE.				
	Sháhjahánpur (310·00 miles from Moghal Sarai on the Oudh and Rohilkhand railway) to Powayan, and thence to Mailáni on the Rohilkund and Kumaon railway . .		39·50	Sháhjahánpur to Powayan . 17-6-90	17·00
				Powayan to Khotar . . 19-5-91	14·00
				Khotar to Mailáni . . 22-12-94	8·50
				TOTAL OPEN MILEAGE .	39·50

* Excluding the Howrah-Kadamtolla section of the Howrah-Amta railway worked over.

D—*continued.*

constructed and in progress on the 31st March 1898.

Special gauges.

Details of construction.	REMARKS.
The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pynkado. There are no large bridges, but some important culverts and various minor bridges, the longest of which is 9 spans of 19 feet 6 inches at Gujerpore near Amta. The sharpest curve, sanctioned specially for the Town of Howrah, is of 144 feet radius, and the ruling gradient 1 in 100, with a single exception of 1 in 75 in the 14th mile. All these grades are on the approaches to canal bridges requiring plenty of headway for boats and none of them are over 600 feet in length. The line will be ballasted throughout but not fenced.	The line is being constructed by the Bengal District Road Tramways Company, Limited. It was sanctioned for construction in March 1895. The line with occasional diversions, the longest of which are one ¾ of a mile long in the 3rd mile and another of 3 miles from Bárgachi to Munshi Hât 16th to 19th miles, follows the Howrah-Amta road. At Bárgachi there is a branch line to Jagatbalabpur laid upon the main road. The District Board of Howrah have guaranteed a subsidy of ₹850 per mile per annum.
The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pynkado. There are no large bridges, and the ruling gradient (only on bridge approaches) is 1 in 100, and the sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius. The line will be ballasted throughout but not fenced.	The line was sanctioned for construction in March 1895. It is being constructed by the Bengal District Road Tramways Company, Limited. The line follows the Howrah-Sheakhalla road. At Chanditollah there is a branch line to Jonai laid along the main road. The District Board have guaranteed a subsidy of ₹800 per mile per annum.
The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on patent steel sleepers for 10 miles and pynkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing. The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water-ways, smaller openings being covered with timber tops, arches, and stoneware pipes. The line is partially fenced. There are no gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 955 feet, the length of which is 14·38 chains.	The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited. An extension of about 2·50 miles from the Magra terminus to Tribeni ghât has been surveyed, but the undertaking of the project has for the present been postponed.
The rails are flat-bottomed steel, weighing 25lb. to the yard, laid on wooden sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The line runs as far as Khotar alongside the public road, thence through forest lands up to Mailáni where it joins the Rohilkund and Kumaon railway.	The section from Sháhjahánpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailáni in February 1894. The tramway is under the management of Messrs. Lyall, Marshall & Co. of Calcutta, who are now the Company's managing agents, with a local manager at Sháhjahánpur.

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
	Dandot colliery—					
	2′ 0″ GAUGE.					
	Dandot station on the Khewra branch of the North Western State railway to the mouth of the main mine .	1·89		Dandot station to the mouth of the main mine (open for coal traffic only)	5-7-89	1·89
	Head of middle incline to shaft No. 10 of outcrop mine	1·29		Head of middle incline to shaft No. 10 of outcrop mine .	1-7-93	1·29
	Head of upper incline to Pidh coal platform	3·00		Head of upper incline to Pidh coal platform . . .	6-6-95	3·00
			6·18	TOTAL OPEN MILEAGE .		6·18
	Bhaganwala colliery—					
	2′ 6″ GAUGE.					
	Bhaganwala station, terminus of the standard gauge siding from Haranpur, to foot of Bhaganwala incline .	1·25		Bhaganwala to foot of Bhaganwala incline . .	2-10-96	1·25
	Bhaganwala incline, double line . .	0·60		Bhaganwala incline, double line . . .	2-10-96	0·60
	Top of Bhaganwala incline to old mines	5·00		Mountain railway from Bhaganwala rope incline to coal platform at old mines .	2-10-96	5·00
			6·85	TOTAL OPEN MILEAGE .		6·85

D—*continued.*

constructed and in progress on the 31st March 1898.

Special gauges.

Details of construction.	REMARKS.
The line is partly a double and partly a single track. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. The grades on the inclines vary from 1 in 2·30 to 1 in 17, with minimum curves of a radius of 60 feet. The second section contains a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50; the sharpest curve is 150 feet in radius. The permanent-way consists of old metre gauge 36lb. and 40lb. rails laid on deodar sleepers. There is only one large bridge of 60-feet span, which forms part of one of the inclines on a grade of 1 in 2·50. The line is unfenced. The Pidh extension is of the same construction and grading as the tramway from head of incline to 10 south outcrop mine, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself. The length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, is shown in the following table:	This tramway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway.

LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	Length.	Radii.	
Miles.	Mile.	Miles.	Miles.		
(*a*) 2·46	0·06	...	1·36	Varying from 74 to 450 feet.	

Details of construction.	REMARKS.
The siding from Bhaganwala to foot of incline is an ordinary tramway on easy ground. Maximum grades are 1 in 59 and the sharpest curve of a radius of 150 feet. The Bhaganwala incline surmounts 900 feet vertical lift in 2,850 feet horizontal length, and consists of 2 lines of way strongly anchored; the grades vary from 1 in 2·37 to 1 in 4·87. The section from Bhaganwala incline to head of old mines is a mountain railway, graded 1 in 40 against the empties, and 1 in 50 against loaded trains. The sharpest curves are of a radius of 150 feet. There are three tunnels varying in length from 220 to 422 feet: also seven bridges of from 15 feet to 90 feet clear span. The permanent-way on the Bhaganwala incline consists of good 62 lb. Vignole's section rails on 5 feet deodar sleepers, well fished and spiked. On the other sections it consists of 41¼lb. metre gauge rails also on 5 feet deodar sleepers. The line is unfenced. The following table shows the length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	This tramway has been constructed by the North Western State railway to develop the Bhaganwala colliery, which is worked primarily for the benefit of the railway. It was sanctioned in July 1894.

LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	Length.	Radii.	
Miles.	Miles.	Mile.	Miles.		
(*b*) 4·24	1·18	0·54	2·82	Varying from 150 feet to 200 feet.	

(*a*) Of this, 0·52 mile is on grades varying from 1 in 2·3 to 1 in 4, 0·59 mile on grades of 1 in 7·35 to 13·49, and the rest on grades of 1 in 35 to 1 in 50.
(*b*) Of this, 0·49 mile is on grades varying from 1 in 2·37 to 1 in 4·87, and the rest on grades of 1 in 35 to 1 in 50.

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
	Cherra-Companyganj—		
	2′ 6″ GAUGE.		
	Companyganj to Thariághât . . 7·50		Companyganj to Thariághât . 16-6-86 7·50
	Thariághât to Komora limestone quarry 0·50		Thariághât to Komora limestone quarry . . . 1-1-90 0·50
		8·00	TOTAL OPEN MILEAGE . 8·00
	Tezpur-Bálípárá—		
	2′ 6″ GAUGE.		
	Tezpur ghât to Bálípárá	20·10	Tezpur ghât to Bindukuri—
			For goods traffic . . 9-8-94 } 8·10
			For passenger traffic . 1-9-95 }
			Bindukuri to Bálípárá . 1-9-95 12·00
			TOTAL OPEN MILEAGE . 20·10
	Thatôn-Duyinzáik—		
	2′ 6″ GAUGE.		
	Thatôn to Duyinzáik on the Donedamie river	7·76	Thatôn to Duyinzáik . . 11-2-85 7·76
	Ránaghat-Krishnagarh—		
	2′ 6″ GAUGE.		
	Right bank of the Churni river near Ránaghat (45·50 miles from Sealdah) on the Eastern section of the Eastern Bengal State railway to the left bank of the river Jalangi at Krishnagarh	20·20	

D—*concluded.*

constructed and in progress on the 31st March 1898.

Special gauges.

Details of construction.	REMARKS.
This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lb. to the yard. With the exception of 0·50 mile near Therria laid with wooden sleepers, the sleepers are steel, having a central corrugation with the convexity laid downwards. The foot of the rail, exteriorly, is held down by a clip, which is fastened to the sleeper by two bolts, and, interiorly, by a single flat hook with a horizontal shank, which passes under the rail and clip plate and has its end attached by means of a screw and nut to the nearest end of the sleepers. The interior hook is used mainly to keep the line to gauge. The sleepers are 45 inches long and 8 are laid to each rail of 21 feet. The line from Thariághât to Komora is laid with 18lb. steel rails on wooden sleepers. The steepest gradient on this line is 1 in 42·3 for a length of 1,250 feet; there are no other grades up to 1 in 100. There are seven curves under a radius of 1,000 feet, which occur in the 1st mile from Companyganj. Their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet. There is an extension, about half a mile in length, from Komora limestone quarry to Don Roy's limestone quarry, which is treated as a siding in the mileage returns. It is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100.	The line was severely damaged by the earthquake of 12th June 1897, and has been temporarily closed for traffic.
The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on wooden sleepers 2,200 to the mile. The line is unballasted and is single throughout.	The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894, and the final Tramway Order was gazetted on the 1st June 1895.
The rails are steel, Vignole's section; the sleepers are of steel and wood. There are no large bridges. The line is ballasted. An aggregate length of 4,500 feet is situated on a grade of $\frac{1}{51}$ to $\frac{1}{80}$, and of 3,830 feet on a grade of $\frac{1}{81}$ to $\frac{1}{100}$, while the total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.	This line is constructed along the public road, which has been specially made in view to tramway communication being established. The Local Government originally guaranteed in 1883 a subsidy of ₹8,100 per annum for three years, but the amount was reduced from 11th February 1888 to ₹6,000 per annum. On the 11th August 1894 the payment of a subsidy ceased altogether.
The permanent-way will consist of 25lb. steel rails, Vignole's pattern, and cross sleepers of pynkado, 9 per rail of 24 feet. The old embankment of the Ranaghat-Bhagwangola railway started as a famine relief work will be utilized as far as possible. There are no bridges of over 20 feet span, but some of them are very high so as to provide plenty of waterway during the floods. The sharpest curve is of 600 feet radius and the ruling gradient 1 in 300. The line will be ballasted throughout but not fenced. Already nearly the whole of the earthwork has been completed, a few bridges and culverts built, the station houses in progress and half the quantity of rails and sleepers delivered at site.	The line will be constructed by the Ránaghat-Krishnagarh Tramway Company, Limited. It was sanctioned for construction in December 1895. A siding, 1·50 miles long, to be constructed by the Eastern Bengal State railway on the standard gauge, will run from the Ránaghat station to the left bank of the Churni and connect with the tramway.

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
STANDARD GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	29·03	203·11	1,255·26	1,001·61	2·22	791·79	...	...
In progress	...	...	552·84	90·17	...	61·71	...	...
Total length sanctioned	29·03	203·11	1,808·10	1,091·78	2·22	853·50	...	...
STATE LINES WORKED BY THE STATE.								
Opened for traffic	442·58	...	357·61	923·84	1,657·50	...	...	...
In progress	234·41	...	24·23	225·69	185·00	...	...	...
Total length sanctioned	676·99	...	381·84	1,149·53	1,842·50	...	...	...
LINES WORKED BY GUARANTEED COMPANIES.								
Opened for traffic	766·22	1,086·91	...	...	...	392·14	...	...
In progress	63·35	71·36	...	...	...	...	...	...
Total length sanctioned	829·57	1,158·27	...	...	...	392·14	...	...
ASSISTED COMPANIES.								
Opened for traffic	...	...	22·23	...	558·38	...	...	...
In progress	...	156·50	79·00	32·01	25·79	...	...	...
Total length sanctioned	...	156·50	101·23	32·01	584·17	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	13·35	...	...	...	11·13	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	13·35	...	...	...	11·13	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	...	...	107·94	...	...	...
In progress	...	...	...	...	80·32	...	...	...
Total length sanctioned	...	...	...	...	188·26	...	...	...
TOTAL.								
Opened for traffic	1,237·83	1,303·37	1,635·10	1,925·45	2,326·04	1,195·06	...	...
In progress	297·76	227·86	656·07	347·87	291·11	61·71	...	...
Total length sanctioned	1,535·60	1,531·23	2,291·17	2,273·32	2,617·15	1,256·77	...	...

E.

of railways and of steam tramways outside municipal limits on the 31st March 1898.

Hyder-abad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
1·75	...	19·59	484·74	...	...	...	...	...	...	...	3,789·10
...	...	...	6·33	...	...	...	...	...	...	...	711·05
1·75	...	19·59	491·07	...	...	...	...	...	...	...	4,500·15
...	...	...	...	415·11	691·85	...	...	...	...	...	4,488·49
...	...	...	...	...	5·30	...	...	...	...	...	674·63
...	...	...	...	415·11	697·15	...	...	...	...	...	5,163·12
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,588·12
...	...	...	...	...	...	...	...	...	...	...	134·71
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,722·83
...	...	3·65	...	...	...	...	...	..	...	...	584·26
...	...	...	...	...	...	...	...	...	...	...	293·30
...	...	3·65	...	...	...	...	...	...	...	...	877·56
332·32	10·00	...	253·08	...	...	...	12·99	...	...	...	632·87
...	...	54·00	20·12	...	...	...	...	...	...	...	74·12
332·32	10·00	54·00	273·20	...	...	...	12·99	...	...	...	706·99
...	...	...	...	...	...	...	...	15·92	...	...	123·86
...	...	...	...	...	...	...	...	...	...	...	80·32
...	...	...	...	...	...	...	...	15·92	...	...	204·18
468·99	66·03	23·24	737·82	415·11	691·85	...	164·89	15·92	...	...	12,206·70
...	...	54·00	26·45	...	5·30	...	...	...	...	...	1,968·13
468·99	66·03	77·24	764·27	415·11	697·15	...	164·89	15·92	...	...	14,174·83

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
METRE GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	1,568·56	785·07	611·41	932·83	366·78	33·10	190·01	936·45
In progress	...	...	164·45	260·07	...	...	381·57	217·72
Total length sanctioned	1,568·56	785·07	775·86	1,192·90	366·78	33·10	571·58	1,154·17
STATE LINES WORKED BY THE STATE.								
Opened for traffic	...	...	564·39	79·60	...	...	...	...
In progress	...	...	24·95	...	...	...	...	...
Total length sanctioned	...	...	589·34	79·60	...	...	...	...
ASSISTED COMPANIES.								
Opened for traffic	...	...	41·19	53·92	...	...	87·50	...
In progress	16·81	54·59	253·27	...	...	...	...	...
Total length sanctioned	16·81	54·59	294·46	53·92	...	...	87·50	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	121·70	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	121·70	...	...	...	...	...	...
LINES OWNED AND WORKED BY NATIVE STATES.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
FOREIGN LINES.								
Opened for traffic	4·81	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	4·81	...	...	...	...	...	...	...
TOTAL								
Opened for traffic	1,573·37	961·36	1,216·99	1,066·35	366·78	33·10	277·51	936·45
In progress	16·81	...	442·67	260·07	...	...	381·57	217·72
Total length sanctioned	1,590·18	961·36	1,659·66	1,326·42	366·78	33·10	659·08	1,154·17

E—*continued.*

of railways and of steam tramways outside municipal limits on the 31st March 1898.

Hyder-abad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	6,634·89
...	...	...	...	...	...	...	...	...	...	...	1,023·81
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	7,658·70
...	...	...	...	...	...	...	...	...	...	...	643·99
...	...	...	...	...	71·26	...	...	..	...	...	96·21
...	...	...	...	...	71·26	...	...	...	...	...	740·20
...	...	...	...	...	...	...	...	...	...	...	237·20
...	...	...	...	...	...	...	...	...	...	...	270·08
...	...	...	...	...	...	...	...	...	...	...	507·28
...	66·60	...	...	...	...	...	...	...	...	...	188·30
389·81	38·48	...	...	...	...	...	...	...	...	...	428·29
389·81	105·08	...	...	...	...	...	...	...	...	...	616·59
...	...	424·39	...	...	...	433·97	...	...	...	...	858·36
...	...	264·60	...	...	...	21·00	...	...	...	...	285·60
...	...	688·99	...	...	...	451·97	...	...	...	...	1,143·96
...	...	...	...	...	...	...	...	...	51·00	17·44	73·25
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	51·00	17·44	73·25
34·37	362·60	1,070·89	233·81	...	...	433·97	...	...	51·00	17·44	8,635·99
389·81	38·48	264·60	...	...	71·26	21·00	...	...	...	...	2,103·99
424·18	401·08	1,335·49	233·81	...	71·26	454·97	...	...	51·00	17·44	10,739·98

APPENDIX

Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
SPECIAL GAUGES.								
STATE LINE WORKED BY COMPANY.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	56 67	...	...
Total length sanctioned	...	...	...	...	...	56·67	...	...
STATE LINE WORKED BY THE STATE.								
Opened for traffic	...	...	...	...	...	...	28·25	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	28·25	...
ASSISTED COMPANIES.								
Opened for traffic	...	15·52	51·00	...	...	...	...	...
In progress	...	33·00	...	...	...	...	...	...
Total length sanctioned	...	48·52	51·00	...	...	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	97·83	...	...	...	...	...	...
In progress	...	17·80	...	...	...	...	...	...
Total length sanctioned	...	115·63	...	...	...	...	...	...
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	22·12	...	...	...	...	...
In progress	...	...	15·22	...	...	...	...	...
Total length sanctioned	...	...	37·34	...	...	...	...	...
LINES OWNED AND WORKED BY NATIVE STATE.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	...	113·35	73·12	...	...	...	28·25	...
In progress	...	50·80	15·22	...	...	56·67	...	...
Total length sanctioned	...	164·15	88·34	...	...	56·67	28·25	...
TOTAL ALL RAILWAYS.								
Opened for traffic	2,811·20	2,378·08	2,925·21	2,991·80	2,692·82	1,228·16	305·76	936·45
In progress	314·57	278·66	1,113·96	607·94	291·11	118·38	381·57	217·72
Total length sanctioned	3,125·77	2,656·74	4,039·17	3,599·74	2,983·93	1,346·54	687·33	1,154·17
STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS								
Opened for traffic	...	...	64·87	39·50	13·03	...	28·10	7·76
In progress	...	...	34·45	...	...	...	...	...
Total length sanctioned	...	...	99·32	39·50	13·03	...	28·10	7·76

E—*concluded.*

of railways and of steam tramways outside municipal limits on the 31st March 1898.

Hydera-bad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	56·67
...	...	...	...	...	...	...	...	...	...	...	56·67
...	...	...	...	...	...	...	...	...	...	...	28·25
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	28·25
6·23	...	...	...	...	...	...	...	...	...	...	72·75
...	...	...	...	...	...	...	...	...	...	...	33·00
6·23	...	...	...	...	...	...	...	...	...	...	105·75
...	...	...	...	...	...	...	...	...	...	...	97·83
...	...	...	31·81	...	...	...	...	...	...	...	49·61
...	...	...	31·81	...	...	...	...	...	...	...	147·44
...	...	...	...	...	...	...	...	...	...	...	22·12
...	...	...	...	...	...	...	...	...	...	...	15·22
...	...	...	...	...	...	...	...	...	...	...	37·34
...	...	...	...	...	...	94·36	...	...	...	...	94·36
...	...	...	72·96	...	...	...	...	...	...	...	72·96
...	...	...	72·96	...	...	94·36	...	...	...	...	167·32
6·23	...	...	...	...	...	94·36	...	...	...	...	315·31
...	...	...	104·77	...	...	...	...	...	...	...	227·46
6·23	...	...	104·77	...	...	94·36	...	...	...	...	542·77
509·59	428·63	1,094·13	971·63	415·11	691·85	528·33	164·89	15·92	51·00	17·44	21,158·00
389·81	38·48	318·60	131·22	...	76·56	21·00	...	...	...	...	4,299·58
899·40	467·11	1,412·73	1,102·85	415·11	768·41	549·33	164·89	15·92	51·00	17·44	25,457·58
...	...	...	...	...	...	...	...	...	...	...	153·26
...	...	...	...	...	...	...	...	...	...	...	34·45
...	...	...	...	...	...	...	...	...	...	...	187·71

APPENDIX F.

Table of railways constructed in, or traversing, native states.

Classification No.	Railway.	Native states traversed.	Commences at: Distance from Naini junction.	Commences at: Nearest railway station.	Ends at: Distance from Naini junction.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE.		Miles. Feet.		Miles. Feet.		Miles. Feet.
I	East Indian .	Rewah* . .	24 3,435	Shiurájpur .	29 4,130	Shiurájpur .	5 695
		Rewah* . .	39 575	Bargarh . .	42 872	Bargarh . .	3 297
		Rewah* . .	42 3,512	Bargarh .	47 342	Dabhaura . .	4 2,110
		Rewah* . .	93 4,823	Jaitwár . .	108 1,101	Sutna . .	14 1,558
		Baraundha .	79 1,981	Majhgawán .	79 5,650	Majhgawán .	... 2,669
		Kothi* . .	79 4,650	Majhgawán .	81 571	Majhgawán .	1 1,201
		Kothi* . .	85 4,036	Majhgawán .	86 3,461	Majhgawán .	... 4,705
		Sohawal* . .	81 571	Majhgawán .	83 1,850	Majhgawán .	2 1,279
		Sohawal* . .	96 3,461	Majhgawán	91 3,016	Jaitwár . .	4 4,835
		Panna* . .	83 1,850	Majhgawán .	85 4,036	Majhgawán .	2 2,186
		Nagode* . .	91 3,016	Jaitwár . .	93 4,823	Jaitwár . .	2 1,807
		Nagode* . .	108 1,101	Sutna . .	123 5,239	Unchehra .	15 4,138
		Maihar* . .	123 5,239	Unchehra .	156 2,385	Jukehi . .	32 2,426
						Total .	89 3,506
			Distance from Nágpur junction.		Distance from Nágpur junction.		
III	Bengal-Nágpur .	Khairagarh .	114 3,871	Bortaláo .	139 1,705	Musrá . .	24 3,114
		Nándgaon . .	139 1,705	Musrá . .	158 2,747	Muripár . .	19 1,042
		Sakti . .	302 ...	Báráduár .	311 2,560	Sakti . .	9 2,560
		Raigarh . .	311 2,560	Sakti . .	349 3,841	Jamga . .	38 1,281
		Gángpur . .	349 3,841	Jamga . .	365 3,648	Belpahár . .	15 5,087
		Gángpur . .	397 ...	Bágdehi .	403 204	Bámra . .	6 204
		Gángpur . .	419 615	Gárpos .	463 2,500	Jaraikela . .	44 1,885
		Bámra . .	403 204	Bámra . .	419 615	Gárpos . .	16 411
		Sarikela, including Banksai and Dugni zamindaris . .	514 1,400	Amda .	541 2,076	Kandra . .	7 676
	Katni branch .	Rewah . .	329 3,874	Khairi	430 3,939	Chandia . .	101 65
						Total .	282 485
			Distance from Itársi junction.		Distance from Itársi junction.		
IV	Indian Midland						
	Bhopal-Jhánsi-Agra section.	Bhopal . .	56 5,023	Bhopal . .	86 2,142	Bhílsa . .	29 2,399
		Gwalior . .	86 2,142	Bhílsa . .	116 2,936	Básoda . .	30 79
		Kurwai . .	116 2,936	Básoda .	117 983	Básoda . .	... 3,327
		Gwalior . .	117 983	Básoda . .	120 2,756	Bágru . .	3 1,773
		Kurwai . .	120 2,756	Bágru . .	122 216	Bágru . .	1 2,740
		Gwalior . .	122 216	Bágru . .	128 2,206	Kalhar . .	6 1,990
		Bhopal . .	128 2,206	Kalhar . .	129 5,206	Bamora . .	1 3,000
		Kurwai . .	129 5,206	Bamora . .	131 3,186	Bamora . .	1 3,260
		Kurwai . .	132 4,866	Bamora . .	137 4,316	Kethora . .	4 4,730
		Orchha . .	212 129	Basai . .	213 3,280	Basai . .	1 3,160
		Khaniadhána .	213 3,280	Basai . .	217 2,539	Basai . .	3 4,539
		Datia . .	248 861	Datia . .	267 4,990	Dabra . .	19 4,129
		Gwalior . .	267 4,990	Dabra . .	334 1,591	Hetampur . .	66 1,881
		Dholpur . .	334 1,591	Hetampur .	353 4,745	Saiya . .	19 3,154
	Jhánsi-Mánikpur section.	Orchha . .	242 477	Jhánsi . .	243 2,547	Jhánsi . .	1 2,070
		Orchha . .	244 1,097	Jhánsi . .	246 357	Barwa Ságar .	1 4,540
		Orchha . .	246 3,937	Barwa Ságar .	249 2,907	Barwa Ságar .	2 4,250
		Orchha . .	252 437	Barwa Ságar .	258 647	Teharka . .	6 210
		Orchha . .	258 4,287	Teharka .	258 3,587	Teharka . .	... 300
		Orchha . .	260 3,287	Teharka .	267 3,467	Teharka . .	7 180
		Alipura . .	286 2,217	Harpálpur .	290 4,107	Harpálpur . .	4 1,890
		Alipura .	292 3,927	Harpálpur .	293 1,517	Harpálpur . .	... 2,870
		Garauli . .	300 827	Jaitpur . .	301 1,327	Jaitpur . .	1 500
		Chobe Jagir .	391 322	Tamlia . .	396 2,467	Chitrakot . .	5 2,145
	Jhánsi-Cawnpore section.	Samther . .	263 4,907	Moth .	268 1,617	Moth . .	4 1,990
		Samther . .	276 4,317	Púnch . .	279 2,877	Púnch . .	2 3,840
		Samther . .	281 767	Púnch . .	284 3,277	Púnch . .	3 2,510
						Total .	231 4,711
						Carried over .	603 3,422

* The lands occupied by the East Indian railway in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Godhra.	Commences at: Nearest railway station.	Ends at: Distance from Godhra.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE —*continued.*		Miles. Feet.		Miles. Feet.	Brought forward .	Miles. Feet. 803 3,422
VI	GODHRA-RUTLAM-NÁGDÁ						
	GODHRA TO RUTLAM	Baria . .	14 1,940	Sunth Road .	15 2,400	Sunth Road .	1 460
		Baria . .	15 4,150	Sunth Road .	35 1,041	Jékót . .	19 2,171
		Jhabua . .	59 2,234	Anás . .	66 324	Meghnagar .	6 3,370
		Bori . .	66 324	Meghnagar .	68 864	Meghnagar .	2 540
		Jhabua . .	68 864	Meghnagar .	75 1,404	Bajranggarh .	7 540
		Indore . .	75 1,404	Bajranggarh .	83 3,617	Amargarh .	8 2,213
		Jhabua . .	83 3,617	Amargarh .	84 4,137	Amargarh .	1 520
		Indore . .	84 4,137	Amargarh .	88 544	Bamnia . .	3 1,687
		Jhabua . .	88 544	Bamnia .	91 2,534	Bhairongarh .	3 1,990
		Sailana . .	91 2,534	Bhairongarh .	107 3,059	Marwani . .	16 525
		Rutlam . .	107 3,059	Marwani .	115 735	Rutlam . .	7 2,956
			Distance from Rutlam.		Distance from Rutlam.	TOTAL .	76 1,132
	RUTLAM TO NÁGDÁ .	Rutlam . .	... ...	Rutlam . .	... 4,464	Rutlam . .	... 4,464
		Sailana . .	... 4,464	Rutlam . .	1 5,234	Rutlam . .	1 770
		Rutlam . .	1 5,234	Rutlam . .	4 75	Bangrod . .	2 121
		Sailana . .	4 75	Bangrod .	6 4,645	Bangrod . .	2 4,570
		Gwalior . .	6 4,645	Bangrod .	26 11	Nágdá . .	19 646
						TOTAL .	26 11
			Distance from Dhond junction.		Distance from Dhond junction.		
VIII	DHOND-MANMÁD .	Hyderabad .	105 3,432	Puntámba .	107 2,145	Samvatsar .	1 3,993
			Distance from Kurrachee.		Distance from Kurrachee.		
XI	NORTH WESTERN .	Patiála . .	951 1,250	Sánahwál .	955 1,700	Doráha . .	4 450
		Patiála . .	956 2,800	Doráha . .	957 1,850	Chawa . .	... 4,330
		Patiála . .	963 400	Chawa . .	964 2,350	Khanna . .	1 1,950
		Nábha . .	969 3,830	Khanna . .	970 4,069	Sirhind . .	1 239
		Patiála . .	970 4,069	Khanna . .	970 5,080	Sirhind . .	... 1,011
		Kapurthala .	970 5,080	Sirhind . .	1,002 3,800	Umballa City .	31 4,000
		Kapurthala .	882 3,803	East bank, Beas	893 1,133	Hamira . .	10 2,610
			910 509	Jullundur Cantonment .	921 918	Phagwara . .	11 409
		Bahawalpur* .	407 1,668	Dhaudi . .	554 3,777	Adamwahan bridge .	147 2,109
		Kalát . .	359 3,749	Jacobabad .	Undefined .	†	†
			Distance from Moghal Sarai.		Distance from Moghal Sarai.	TOTAL .	208 1,268
XII	OUDH AND ROHILKHAND.	Rámpur . .	376 3,264	Mungra .	377 1,244	Mungra . .	... 3,260
		Rámpur . .	377 3,654	Milak . .	396 1,989	Rámpur . .	18 3,615
						TOTAL .	19 1,595
			Distance from Bombay.		Distance from Bombay.		
XVIII	GREAT INDIAN PENINSULA.	Akalkot* .	298 4,257	Tilate . .	315 2,970	Boroti . .	16 3,993
		Kurundvád .	315 2,970	Boroti . .	324 478	Dudhni . .	8 2,788
		Hyderabad .	324 468	Dudhni . .	442 236	Ráichúr . .	117 5,048
XIX	BOMBAY, BARODA AND CENTRAL INDIA	Hyderabad .	300 1,402	Khámkhed .	452 825	Pulgaon . .	151 4,703
						TOTAL .	295 692
	BOMBAY TO AHMEDABAD.	Baroda* .					
		Baroda* .	134 2,290	Bilimora .	137 3,855	Amalsád . .	3 1,565
		Sachin* .	137 5,157	Amalsád .	138 2,797	Amalsád . .	... 2,920
		Baroda* .	142 2,230	Amalsád .	143 4,676	Vedcha . .	1 2,446
		Sachin* .	148 1,942	Navsári .	156 2,134	Sachin . .	8 192
		Baroda* .	156 2,134	Sachin . .	160 4,446	Sachin . .	4 2,312
		Baroda* .	177 1,994	Sáyan . .	177 2,657	Sáyan . .	... 663
		Baroda* .	182 4,237	Kim . .	190 2,344	Pánoli . .	7 3,387
		Baroda* .	217 4,285	Pálej . .	218 3,980	Pálej . .	... 4,975
		Baroda* .	219 4,898	Pálej . .	258 3,140	Vásad . .	38 3,522
	AHMEDABAD TO WADHWÁN.	Bajána . .	286 1,296	Nadiád . .	287 3,261	Mehmadabad .	1 1,965
		Bajána . .	357 3,960	Sábli Road .	359 1,760	Sábli Road .	1 3,080
		Lakhtar . .	360 1,795	Sábli Road .	366 3,510	Lilápur Road .	6 1,715
		Lakhtar . .	366 3,510	Lilápur Road .	366 3,750	Lilápur Road .	... 240
		Lakhtar . .	369 4,240	Lilápur Road .	378 4,170	Lakhtar . .	8 5,210
		Wadhwán . .	378 4,170	Lakhtar .	389 3,020	Wadhwán . .	10 4,130
						TOTAL .	94 1,362
						Carried over .	1,324 2,915

* The lands occupied by the North Western State, Great Indian Peninsula, and Bombay, Baroda and Cenfral India railways in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

† Not known.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed.	Commences at		Ends at		Intermediate length.
		Names of states.	Distance from Viramgám junction.	Nearest railway station.	Distance from Viramgám junction.	Nearest railway station.	
	STANDARD GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XIX	Bombay, Baroda and Central India—*concld.*					Brought forward .	1,324 2,915
	Pátri branch .	Pátri . .	6 3,829	Jhund . .	9 2,326	Jhund . .	2 3,777
		Bajána . .	9 2,336	Jhund . .	11 196	Jhund . .	1 3,140
		Pátri . .	11 196	Jhund . .	20 2,340	Pátri . .	9 2,144
			Distance from Madras.		Distance from Madras.	Total .	13 3,781
XX	Madras South-west line—Bangalore branch	Mysore . .	163 1,459	Kámasamudram	219 1,875	Bangalore City .	56 416
	North-west line	Hyderabad .	333 5,170	Tungabhadra .	350 4,310	Ráichúr . .	16 4,420
			Distance from Delhi.		Distance from Delhi.	Total .	72 4,836
XXI	Delhi-Umballa-Kalka.	Patiála . .	131 686	Lalru . .	136 2,940	Ghaggar . .	5 2,254
		Kalsia . .	136 2,940	Ghaggar .	137 4,900	Ghaggar . .	1 1,960
		Patiála . .	137 4,900	Ghaggar .	138 5,220	Ghaggar . .	1 320
		Kalsia . .	138 5,220	Ghaggar .	142 4,623	Ghaggar . .	3 4,683
		Kalsia . .	144 3,250	Ghaggar .	147 3,355	Ghaggar . .	3 105
		Patiála . .	154 4,463	Chandigarh .	160 4,262	Kalka . .	5 5,079
		Patiála . .	161 836	Kalka . .	161 2,736	Kalka . .	... 1,990
			Distance from Kiámári.		Distance from Kiámári.	Total .	21 551
XXIII	Southern Punjab Railway.	Bhawalpur .	544 3,150	Samasata .	699 1,060	Sujjawalpur .	154 3,190
		Bikanir . .	699 1,060	Sujjawalpur .	702 4,500	Sujjawalpur .	3 3,440
		Patiala . .	748 325	Gadarbaha .	768 3,415	Kot Fateh .	20 3,090
		Patiala . .	771 1,495	Kot Fateh .	800 430	Budhlada . .	28 4,215
		Patiala . .	810 80	Bareta . .	819 4,570	Jakhal . .	9 4,490
		Patiala . .	820 1,400	Jakhal . .	822 2,430	Jakhal . .	2 1,030
		Patiala . .	823 4,540	Jakhal . .	824 740	Jakhal . .	... 1,480
		Patiala . .	833 1,270	Tohana .	861 4,700	Jhind . .	28 3,430
		Jhind . .	863 1,840	Jhind . .	888 2,345	Karainthi . .	25 505
			Distance from Jalamb junction.		Distance from Jalamb junction.	Total .	273 3,750
XXVII	Khámgaon . .	Hyderabad .	...	Jalamb . .	7 2,889	Khámgaon .	7 2,889
			Distance from Badnera junction.		Distance from Badnera junction.		
XXVIII	Amráoti . .	Hyderabad .	...	Badnera .	5 2,300	Amráoti . .	5 2,300
			Distance from Itársi junction.		Distance from Itársi junction.		
XXIX	Bína-Goona	Gwalior . .	157 652	Mangavali .	216 5,012	Goona . .	59 4,360
			Distance from Itársi.		Distance from Itársi.		
XXX	Bhopal-Ujjain	Bhopal . .	56 5,023	Bhopal . .	89 198	Parbati . .	32 455
		Gwalior . .	89 198	Parbati . .	147 2,498	Maksi . .	58 2,300
		Indore . .	147 2,498	Maksi . .	157 1,398	Tajpur . .	9 4,180
		Dewas (senior) .	157 1,398	Tajpur . .	159 1,048	Tajpur . .	1 4,930
		Gwalior . .	159 1,043	Tajpur . .	170 5,078	Ujjain . .	11 4,030
			Distance from Itársi junction.		Distance from Itársi junction.	Total .	114 55
XXXI	Bhopal-Itársi (Native state section)	Bhopal . .	13 660	Hoshangabad .	56 5,023	Bhopal . .	43 4,363
						Carried over .	1,936 3,400

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Wádi junction.	Commences at: Nearest railway station.	Ends at: Distance from Wádi junction.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	STANDARD GAUGE—*concld.*					Brought forward	1,936 3400
XXXII	The Nizam's Guaranteed State.	Hyderabad	...	Wádi	312 4,893	Gangineni	312 4,893
		Hyderabad	111 2,800	Husain Ságar	115 280	Hyderabad	3 2,760
		Hyderabad	115 2,421	Trimulgherry	117 3,440	Trimulgherry	2 1,019
		Hyderabad	254 4,481	Dornakal	271 1,754	Mineral terminus	16 2,553
						Total	335 665
			Distance from Rutlam.		Distance from Rutlam.		
XXXIII	Nágdá-Ujjain	Gwalior	26 11	Nágdá	60 1,772	Ujjain	34 1,711
XXXIV	The Gaekwar's Petlád		Distance from Ánand junction.		Distance from Ánand junction.		
	Ánand to Petlád	Baroda	6 420	Agás	13 1,860	Petlád	7 1,440
			Distance from Madras.		Distance from Madras.		
XXXV	Kolar Gold-fields	Mysore	175 2,444	Bowringpet	185 2,151	Marikuppam	9 4,987
			Distance from Kurrachee.		Distance from Kurrachee.		
XXXVI	Rájpura-Bhátinda	Patiála	992 3,865	Rájpura	1,013 4,500	Dhablán	21 635
		Nábha	1,013 4,500	Dhablán	1,017 1,890	Nábha	3 2,670
		Patiála	1,017 1,890	Dhablán	1,019 2,700	Nábha	2 810
		Nábha	1,019 2,700	Dhablán	1,025 5,250	Nábha	6 2,550
		Patiála	1,025 5,250	Nábha	1,028 420	Chintanwala	2 450
		Nábha	1,028 420	Nábha	1,029 45	Chintanwala	... 4,905
		Patiála	1,029 45	Nábha	1,033 4,830	Chintanwala	4 4,785
		Nábha	1,033 4,830	Chintanwala	1,036 110	Dhuri	2 560
		Patiála	1,036 110	Dhuri	1,073 3,740	Tappa	37 3,630
		Nábha	1,075 1,600	Tappa	1,080 1,560	Rámpura Phúl	4 5,240
		Patiála	1,080 1,560	Rámpura Phúl	1,081 210	Bhuchchu	... 3,930
		Nabha	1,081 210	Rámpura Phúl	1,081 2,600	Bhuchchu	... 2,390
		Patiála	1,093 2,350	Bhuchchu	1,100 2,941	Bhátinda	7 591
						Total	94 1,466
XXXVII	Jammu and Kashmir (Native state section).	Kashmir	920 2,640	Suchetgarh	936 2,217	Tawi	15 4,857
						Total standard gauge.	2,433 2,686
	METRE GAUGE						
			Distance from Delhi junction.		Distance from Delhi junction.		
XLI	Rajputana-Malwa						
	Delhi to Ahmedabad.	Pataudi	35 2,090	Játaoli	39 3,824	Játaoli	4 1,734
		Pataudi	41 1,215	Játaoli	41 2,529	Játaoli	... 1,314
		Nábha	57 4,626	Báwal	68 791	Ajeráka	10 1,445
		Ulwur	68 791	Ajeráka	125 1,416	Baswa	57 625
		Jeypore	125 1,416	Baswa	245 3,100	Sáli	120 1,684
		Jeypore	245 4,460	Sáli	246 570	Sáli	... 1,390
		Jeypore	246 1,025	Sáli	247 2,645	Tilaunia	1 1,620
		Kishengurh	245 3,100	Sáli	245 4,460	Sáli	... 1,360
		Kishengurh	246 570	Sáli	246 1,025	Sáli	... 455
		Kishengurh	247 2,645	Tilaunia	249 1,173	Tilaunia	1 3,808
		Kishengurh	251 1,109	Tilaunia	261 217	Kishengurh	9 4,388
		Jodhpore	318 888	Sendra	431 4,261	Keshavganj	113 3,373
		Sirohee	431 4,261	Keshavganj	472 1,508	Maval	40 2,527
		Pálanpur	472 1,508	Maval	511 4,520	Chhápi	39 3,012
		Baroda	511 4,520	Chhápi	568 750	Kálol	56 1,510
						Total	455 3,845
			Distance from Phulera junction.		Distance from Phulera junction.		
	Sámbhar branch	Jeypore and Jodhpore	1 2,518	Phulera	6 3,180	Sámbhar	5 662
		Jodhpore	6 3,180	Sámbhar	21 5,214	Kuchámán Road	15 2,034
						Total	20 2,696
						Carried over	476 1,261

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at — Distance from Viramgám junction.	Commences at — Nearest railway station.	Ends at — Distance from Viramgám junction.	Ends at — Nearest railway station.	Intermediate length.
	STANDARD GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XIX	Bombay, Baroda and Central India—*concld.*					Brought forward .	1,324 2,915
	Pátri branch .	Pátri . .	6 3,829	Jhund . .	9 2,326	Jhund . .	2 3,777
		Bajána . .	9 2,336	Jhund . .	11 196	Jhund . .	1 3,140
		Pátri . .	11 196	Jhund . .	20 2,340	Pátri . .	9 2,144
			Distance from Madras.		Distance from Madras.	Total .	13 3,781
XX	Madras South-west line—						
	Bangalore branch	Mysore . .	163 1,459	Kámasamudram	219 1,875	Bangalore City .	56 416
	North-west line	Hyderabad .	333 5,170	Tungabhadra .	350 4,310	Ráichúr . .	16 4,420
			Distance from Delhi.		Distance from Delhi.	Total .	72 4,836
XXI	Delhi-Umballa-Kalka.	Patiála . .	131 686	Lalru . .	136 2,940	Ghaggar . .	5 2,254
		Kalsia . .	136 2,940	Ghaggar .	137 4,900	Ghaggar . .	1 1,960
		Patiála . .	137 4,900	Ghaggar .	138 5,220	Ghaggar . .	1 320
		Kalsia . .	138 5,220	Ghaggar .	142 4,623	Ghaggar . .	3 4,683
		Kalsia . .	144 3,250	Ghaggar .	147 3,355	Ghaggar . .	3 105
		Patiála . .	154 4,463	Chandigarh .	160 4,262	Kalka . .	5 5,079
		Patiála . .	161 836	Kalka . .	161 2,736	Kalka . .	... 1,990
			Distance from Kiámári.		Distance from Kiámári.	Total .	21 551
XXIII	Southern Punjab Railway.	Bhawalpur .	544 3,150	Samasata .	699 1,060	Sujjawalpur .	154 3,190
		Bikanir . .	699 1,060	Sujjawalpur .	702 4,500	Sujjawalpur .	3 3,440
		Patiala . .	748 325	Gadarbaha .	768 3,415	Kot Fateh .	20 3,090
		Patiala . .	771 1,495	Kot Fateh .	800 430	Budhlada . .	28 4,215
		Patiala . .	810 80	Bareta . .	819 4,570	Jakhal . .	9 4,490
		Patiala . .	820 1,400	Jakhal . .	822 2,430	Jakhal . .	2 1,030
		Patiala . .	823 4,540	Jakhal . .	824 740	Jakhal . .	... 1,480
		Patiala . .	833 1,270	Tohana .	861 4,700	Jhind . .	28 3,430
		Jhind . .	863 1,840	Jhind . .	888 2,345	Karainthi . .	25 505
			Distance from Jalamb junction.		Distance from Jalamb junction.	Total .	273 3,750
XXVII	Khámgaon . .	Hyderabad .	...	Jalamb . .	7 2,889	Khámgaon .	7 2,889
			Distance from Badnera junction.		Distance from Badnera junction.		
XXVIII	Amráoti . .	Hyderabad .	...	Badnera .	5 2,300	Amráoti . .	5 2,300
			Distance from Itársi junction.		Distance from Itársi junction.		
XXIX	Bína-Goona	Gwalior . .	157 652	Mangavali .	216 5,012	Goona . .	59 4,360
			Distance from Itársi.		Distance from Itársi.		
XXX	Bhopal-Ujjain	Bhopal . .	56 5,023	Bhopal . .	89 198	Parbati . .	
		Gwalior . .	89 198	Parbati . .	147 2,498	Maksi . .	32 455
		Indore . .	147 2,498	Maksi . .	157 1,398	Tajpur . .	58 2,300
		Dewas (senior) .	157 1,398	Tajpur . .	159 1,048	Tajpur . .	9 4,180
		Gwalior . .	159 1,043	Tajpur . .	170 5,078	Ujjain . .	1 4,930
			Distance from Itársi junction.		Distance from Itársi junction.	Total .	11 4,030
XXXI	Bhopal-Itársi (Native State section)	Bhopal . .	13 660	Hoshangabad .	56 5,023	Bhopal . .	114 55
						Carried over .	43 4,363
							1,936 3,400

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Wádi junction.	Commences at: Nearest railway station.	Ends at: Distance from Wádi junction.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	STANDARD GAUGE—*concld.*					Brought forward	1,936 3400
XXXII	The Nizam's Guaranteed State.	Hyderabad	...	Wádi	312 4,893	Gangineni	312 4,893
		Hyderabad	111 2,800	Husain Ságar	115 280	Hyderabad	3 2,760
		Hyderabad	115 2,421	Trimulgherry	117 3,440	Trimulgherry	2 1,019
		Hyderabad	254 4,481	Dornakal	271 1,754	Mineral terminus	16 2,553
						Total	335 665
			Distance from Rutlam.		Distance from Rutlam.		
XXXIII	Nágdá-Ujjain	Gwalior	26 11	Nágdá	60 1,772	Ujjain	34 1,711
XXXIV	The Gaekwar's Petlád		Distance from Ánand junction.		Distance from Ánand junction.		
	Ánand to Petlád	Baroda	6 420	Agás	13 1,860	Petlád	7 1,440
			Distance from Madras.		Distance from Madras.		
XXXV	Kolar Gold-fields	Mysore	175 2,444	Bowringpet	185 2,151	Marikuppam	9 4,987
			Distance from Kurrachee.		Distance from Kurrachee.		
XXXVI	Rájpura-Bhátinda	Patiála	992 3,865	Rájpura	1,013 4,500	Dhablán	21 635
		Nábha	1,013 4,500	Dhablán	1,017 1,890	Nábha	3 2,670
		Patiála	1,017 1,890	Dhablán	1,019 2,700	Nábha	2 810
		Nábha	1,019 2,700	Dhablán	1,025 5,250	Nábha	6 2,550
		Patiála	1,025 5,250	Nábha	1,028 420	Chintanwala	2 450
		Nábha	1,028 420	Nábha	1,029 45	Chintanwala	... 4,905
		Patiála	1,029 45	Nábha	1,033 4,830	Chintanwala	4 4,785
		Nábha	1,033 4,830	Chintanwala	1,036 110	Dhuri	2 560
		Patiála	1,036 110	Dhuri	1,073 3,740	Tappa	37 3,630
		Nábha	1,075 1,600	Tappa	1,080 1,560	Rámpura Phúl	4 5,240
		Patiála	1,080 1,560	Rámpura Phúl	1,081 210	Bhuchchu	... 3,930
		Nabha	1,081 210	Rámpura Phúl	1,081 2,600	Bhuchchu	... 2,390
		Patiála	1,093 2,350	Bhuchchu	1,100 2,941	Bhátinda	7 591
						Total	94 1,466
XXXVII	Jammu and Kashmir (Native state section).	Kashmir	920 2,640	Suchetgarh	936 2,217	Tawi	15 4,857
						Total standard gauge.	2,433 2,686
	METRE GAUGE						
XLI	Rajputana-Malwa		Distance from Delhi junction.		Distance from Delhi junction.		
	Delhi to Ahmedabad.	Pataudi	35 2,090	Játaoli	39 3,824	Játaoli	4 1,734
		Pataudi	41 1,215	Játaoli	41 2,529	Játaoli	... 1,314
		Nábha	57 4,626	Báwal	68 791	Ajeráka	10 1,445
		Ulwur	68 791	Ajeráka	125 1,416	Baswa	57 625
		Jeypore	125 1,416	Baswa	245 3,100	Sáli	120 1,684
		Jeypore	245 4,460	Sáli	246 570	Sáli	... 1,390
		Jeypore	246 1,025	Sáli	247 2,645	Tilaunia	1 1,620
		Kishengurh	245 3,100	Sáli	245 4,460	Sáli	... 1,360
		Kishengurh	246 570	Sáli	246 1,025	Sáli	... 455
		Kishengurh	247 2,645	Tilaunia	249 1,173	Tilaunia	1 3,808
		Kishengurh	251 1,109	Tilaunia	261 217	Kishengurh	9 4,388
		Jodhpore	318 888	Sendra	431 4,261	Keshavganj	113 3,373
		Sirohee	431 4,261	Keshavganj	472 1,508	Maval	40 2,527
		Pálanpur	472 1,508	Maval	511 4,520	Chhápi	39 3,012
		Baroda	511 4,520	Chhápi	568 750	Kálol	56 1,510
						Total	455 3,845
			Distance from Phulera junction.		Distance from Phulera junction.		
	Sámbhar branch	Jeypore and Jodhpore	1 2,518	Phulera	6 3,180	Sámbhar	5 662
		Jodhpore	6 3,180	Sámbhar	21 5,214	Kuchámán Road	15 2,034
						Total	20 2,696
						Carried over	476 1,261

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed.	Commences at		Ends at		Intermediate length.	
		Names of states.	Distance from Agra junction.	Nearest railway station.	Distance from Agra junction.	Nearest railway station.		
			Miles. Feet.		Miles. Feet.		Miles.	Feet.
XL	METRE GAUGE—*contd.* RAJPUTANA-MALWA—*contd.*					Brought forward	476	1,261
	AGRA BRANCH	Bhurtpore	21 3,744	Ikran	58 4,902	Kherli	37	1,158
		Ulwur	58 4,902	Kherli	67 2,183	Ghosráná	8	2,561
		Ulwur	68 2,762	Ghosráná	69 2,889	Ghosráná	1	127
		Ulwur	76 140	Hindaun Road	77 2,604	Rámpura	1	2,464
		Ulwur	78 1,046	Rámpura	83 1,317	Biwai	5	271
		Ulwur	85 3,029	Biwai	87 4,766	Biwai	2	1,737
		Jeypore	67 2,183	Ghosráná	68 2,762	Ghosráná	1	579
		Jeypore	69 2,889	Ghosráná	76 140	Hindaun Road	6	2,531
		Jeypore	77 2,604	Rámpura	78 1,046	Rámpura	...	3,722
		Jeypore	83 1,317	Biwai	85 3,029	Biwai	2	1,712
		Jeypore	87 4,766	Biwai	93 2,758	Bándikui	5	3,272
						TOTAL	71	4,294
			Distance from Ajmere junction.		Distance from Ajmere junction.			
	MALWA SECTION (AJMERE TO KHANDWA).	Oodeypore	41 1,950	Barl	122 5,030	Shambhúpúra	81	3,080
		Oodeypore	125 5,090	Shambhúpúra	127 1,250	Shambhúpúra	1	1,440
		Tonk	122 5,030	Shambhúpúra	125 5,090	Shambhúpúra	3	60
		Tonk	127 1,250	Shambhúpúra	138 2,200	Kesarpura	11	950
		Tonk	143 2,700	Kesarpura	145 1,200	Neemuch	1	3,780
		Gwalior	138 2,200	Kesarpura	143 2,700	Kesarpura	5	500
		Gwalior	145 1,200	Neemuch	163 2,400	Malhárgarh	18	1,200
		Gwalior	174 2,720	Tharod	205 5,130	Dhodhar	31	2,410
		Gwalior	249 3,900	Runija	258 3,160	Barnagar	8	4,540
		Gwalior	259 4,070	Barnagar	271 1,700	Chambal	11	2,910
		Gwalior	278 2,360	Fatehabad	281 3,600	Fatehabad	3	1,240
		Indore and Gwalior combined	282 2,900	Fatehabad	283 4,712	Fatehabad	1	1,812
		Gwalior	285 1,400	Ajnod	285 4,050	Ajnod	...	2,650
		Indore and Gwalior combined	288 1,700	Ajnod	289 1,126	Ajnod	...	4,706
		Gwalior	292 150	Ajnod	294 150	Pália	2	...
		Jaora	163 2,400	Malhárgarh	170 1,700	Píplia	6	4,580
		Jaora	171 4,980	Tharod	172 4,280	Tharod	...	4,580
		Jaora	173 1,000	Tharod	173 1,650	Tharod	...	650
		Jaora	205 5,130	Dhodhar	219 4,080	Námli	13	4,230
		Indore	170 1,700	Píplia	171 4,980	Tharod	1	3,280
		Indore	172 4,280	Tharod	173 1,000	Tharod	...	2,000
		Indore	173 1,650	Tharod	174 2,720	Tharod	1	1,070
		Indore	271 1,700	Chambal	278 2,360	Fatehabad	7	660
		Indore	281 3,600	Fatehabad	282 2,900	Fatehabad	...	4,580
		Indore	283 4,712	Fatehabad	285 1,400	Ajnod	1	1,968
		Indore	285 4,050	Ajnod	288 1,700	Ajnod.	2	2,930
		Indore	289 1,126	Ajnod	292 150	Ajnod.	2	4,304
		Indore	294 150	Pália	355 ...	Mortakka	60	5,130
		Indore	358 1,200	Sanáwad	363 1,800	Nimar Kheri	5	600
		Indore	366 3,300	Nimar Kheri	367 1,450	Nimar Kheri	...	3,430
		Rutlam	219 4,080	Námli	222 3,050	Námli	2	4,250
		Rutlam	222 5,050	Námli	226 650	Námli	3	880
		Rutlam	229 550	Rutlam	235 400	Rutlam	5	5,130
		Rutlam	235 1,050	Rutlam	242 4,830	Naugánwán	7	3,780
		Rutlam	244 4,880	Naugánwán	246 4,930	Naugánwán	2	50
		Sailána	222 3,050	Námli	222 5,050	Námli	...	2,000
		Sailána	226 650	Námli	229 550	Rutlam	2	5,180
		Sailána	235 400	Rutlam	235 1,050	Rutlam	...	650
		Sailána	242 4,830	Naugánwán	244 4,880	Naugánwán	2	50
		Sailána	246 4,930	Naugánwán	249 600	Runija	2	950
		Dhár	249 600	Runija	249 3,900	Runija	...	3,300
		Dhár	258 3,160	Barnagar	259 4,070	Barnagar	1	910
						TOTAL	319	2,080
			Distance from Fatehabad junction.		Distance from Fatehabad junction.			
	UJJAIN BRANCH	Gwalior	...	Fatehabad	10 400	Ujjain	10	400
		Indore	10 400	Ujjain	10 2,700	Ujjain	...	2,300
		Gwalior	10 2,700	Ujjain	14 1,500	Ujjain	3	4,080
						TOTAL	14	1,500
						Carried over	881	3,855

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Rewári junction.	Commences at: Nearest railway station.	Ends at: Distance from Rewári junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XL	RAJPUTANA-MALWA—*concld.*					Brought forward	881 3,855
	REWÁRI TO FEROZEPORE.	Dujána	19 1,300	Kosli	19 3,350	Kosli	... 2,050
		Dujána	20 220	Kosli	22 430	Jhárlí	2 210
		Jínd	29 2,975	Jhárlí	45 2,000	Mánheru	15 4,305
		Patiála	164 2,100	Kalánwáli	190 2,330	Goniána	26 230
		Patiála	190 4,000	Goniána	191 300	Goniána	... 1,580
		Farídkot	190 2,330	Goniána	190 4,000	Goniána	... 1,670
		Farídkot	191 300	Goniána	195 2,400	Goniána	4 2,100
		Farídkot	203 2,475	Jaitu	231 2,200	Golehwála	27 5,005
		Nábha	195 2,400	Goniána	203 2,475	Jaitu	8 75
						TOTAL	85 1,385
			Distance from Kot Kapúra junction.		Distance from Kot Kapúra junction.		
	FÁZILKA BRANCH	Farídkot	...	Kot Kapúra	7 2,350	Bariwála	7 2,350
			Distance from Cawnpore.		Distance from Cawnpore.		
	CAWNPORE TO ACHNERA.	Bhurtpore	221 3,540	Bhainsa	225 384	Bhainsa	3 2,124
			Distance from Pálanpur.		Distance from Pálanpur.		
XLII	PÁLANPUR-DEESA	Pálanpur	...	Pálanpur	17 2,240	Deesa	17 2,240
			Distance from Portuguese frontier.		Distance from Portuguese frontier.		
XLIII	SOUTHERN MAHRATTA—MAIN LINE.	Hyderabad	126 3,813	Harlápur	161 488	Munirabad	34 1,955
		Akalkot	395 4,488	Tarlupádu	405 3,549	Márkapur Road	9 4,341
		Akalkot	408 3,436	Márkapur Road	409 2,845	Gajjalakonda	... 4,689
		Akalkot	412 1,883	Gajjalakonda	429 3,300	Kurichédu	17 1,417
						TOTAL	62 1,842
			Distance from Londa junction.		Distance from Londa junction.		
	POONA BRANCH	Kurundvád	26 1,125	Desur	28 4,325	Desur	2 3,200
		Sángli	37 4,150	Sulebhávi	38 2,975	Sulebhávi	... 4,105
		Sángli	41 2,625	Sulebhávi	47 1,250	Suldhál	5 3,905
		Kurundvád	49 3,375	Suldhál	50 2,200	Suldhál	... 4,105
		Kolhápur	79 3,500	Chikodi Road	80 3,100	Chikodi Road	... 4,880
		Kurundvád	80 3,100	Chikodi Road	82 3,350	Raibag	2 250
		Kolhápur	82 3,350	Raibag	88 4,125	Raibag	6 775
		Kolhápur	91 50	Raibag	94 4,000	Kudchi	3 3,950
		Sángli	99 900	Kudchi	103 1,825	Shedbal	4 925
		Miraj	108 1,875	Shedbal	110 4,280	Shedbal	2 2,405
		Sángli	110 4,280	Shedbal	113 5,125	Miraj	3 845
		Miraj	113 5,125	Miraj	119 5,230	Miraj	6 105
		Sángli	123 1,900	Sángli	123 2,200	Sángli	... 300
		Miraj	123 2,000	Sángli	125 2,480	Sángli	2 480
		Sángli	125 2,480	Sángli	126 2,950	Sángli	1 470
		Sángli	127 1,600	Sángli	130 2,120	Tásgaon Road	3 520
		Aundh	142 1,800	Kundal Road	143 2,590	Kundal Road	1 790
		Sángli	143 2,575	Kundal Road	143 4,825	Kundal Road	... 2,250
		Aundh	144 2,825	Kundal Road	145 1,575	Takari	... 4,030
		Sángli	145 1,575	Takari	146 1,850	Takari	1 275
		Sángli	146 3,950	Takari	147 1,340	Takari	... 2,670
		Aundh	150 3,420	Takari	151 3,160	Shenoli	... 5,020
		Aundh	164 4,225	Karad	165 1,380	Karad	... 2,435
		Jamkhandi	169 3,250	Masur	171 1,675	Masur	1 3,705
		Phaltan	212 2,575	Wathar	224 140	Lonand	11 2,845
						TOTAL	63 2,440
						Carried over	1,121 396

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed.	Commences at		Ends at		Intermediate length.
		Names of states.	Distance from Gadag junction.	Nearest railway station.	Distance from Gadag junction.	Nearest railway station.	
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XLIII	SOUTHERN MAHRATTA—*contd.*					Brought forward .	1,121 396
	BIJÁPUR BRANCH .	Rámdrug . .	21 2,030	Mallápur .	26 3,380	Álúr . .	5 1,350
		Sángli . .	149 3,980	Lachyán .	153 5,250	Lachyán . .	4 1,270
		Akalkot . .	156 1,320	Lachyán .	166 2,860	Tadval . .	10 1,540
						TOTAL .	19 4,160
			Distance from Hubli junction.		Distance from Hubli junction.		
	HARIHAR BRANCH	Jamkhandi .	5 807	Kundgol .	18 4,826	Gudgeri . .	13 4,019
		Miraj (Junior) .	18 4,826	Gudgeri .	23 4,284	Yalvigi . .	4 4,738
		Savanúr . .	30 2,009	Hattimattur .	30 2,656	Hattimattur .	... 647
		Savanúr .	37 588	Karajgi . .	38 4,558	Karajgi . .	1 3,970
						TOTAL .	20 2,814
XLIV	MYSORE SECTION (SOUTHERN MAHRATTA).	Mysore . .	81 ...	Harihar . .	377 ...	Mysore . .	296 ...
			Distance from Sára.		Distance from Sára.		
L	EASTERN BENGAL (NORTHERN SECTION).	Cooch Behar .	157 2,253	Haldibári .	163 1,891	Mandalghât .	5 4,918
			Distance from Ahmedabad.		Distance from Ahmedabad.		
LVIII	AHMEDABAD-PARÁNTÍJ—						
	AHMEDABAD TO IDAR AHMADNAGAR.	Baroda . .	7 1,398	Naroda .	8 1,090	Naroda . .	... 4,972
		Baroda . .	16 190	Dehegam .	23 1,303	Rakhial . .	7 1,113
		Baroda . .	23 2,008	Rakhial .	23 2,688	Rakhial . .	... 680
		Baroda . .	24 3,988	Rakhial .	25 1,518	Rakhial . .	... 2,810
		Baroda . .	26 1,608	Rakhial .	27 3,987	Rakhial . .	1 2,379
		Mahi Kantha .	11 1,153	Dabhora .	16 190	Dehegam .	4 4,317
		Mahi Kantha .	23 1,303	Rakhial .	23 2,008	Rakhial . .	... 705
		Mahi Kantha .	23 2,688	Rakhial .	24 3,988	Rakhial . .	1 1,300
		Mahi Kantha .	25 1,518	Rakhial .	26 1,608	Rakhial . .	1 90
		Mahi Kantha .	31 1,268	Talod . .	32 2,378	Talod . .	1 1,110
		Mahi Kantha .	53 116	Ahmadnagar .	54 3,115	Ahmadnagar .	1 2,999
						TOTAL .	20 355
LXIII	THE GAEKWAR'S MEHSÁNA—		Distance from Mehsána junction.		Distance from Mehsána junction.		
	MEHSÁNA TO VIRAMGÁM.	Baroda . .	...	Mehsána .	10 800	Jhotana . .	10 800
		Kotosan and Ijpura estates (Mahi Kántha Agency).	10 800	Jhotana .	12 4,090	Jhotaná . .	2 3,290
	MEHSÁNA TO PÁTAN	Baroda . .	...	Mehsána .	24 3,680	Pátan . .	24 3,680
	MEHSÁNA TO KHERÁLU.	Baroda . .	...	Mehsána .	27 3,140	Kherálu . .	27 3,140
						TOTAL .	65 350
			Distance from Miraj junction.		Distance from Miraj junction.		
LXIV	KOLHÁPUR . .	Miraj . .	...	Miraj . .	3 2,112	Miraj . .	3 2,112
		Kolhápur . .	5 2,323	Shirol Road .	29 1,056	Kolhápur . .	23 4,013
						TOTAL .	27 845
			Distance from Yesvantpur.		Distance from Yesvantpur.		
LXV	YESVANTPUR-MYSORE FRONTIER.	Mysore . .	...	Yesvantpur .	51 1,848	Dod Kurugod .	51 1,848
			Distance from Mysore.		Distance from Mysore.		
LXVI	MYSORE-NANJANGÚD	Mysore . .	...	Mysore . .	15 1,320	Nanjangúd .	15 1,320
LXIX	JODHPORE-BICKANEER—		Distance from Marwar junction.		Distance from Marwar junction.		
	MARWAR RAILWAY JUNCTION TO KUCHÁMAN ROAD	Jodhpore . .	...	Marwar .	201 ...	Kuchámán Road	201 ...
		Jodhpore . .	128 ...	Merta Road .	187 2,590	Bhagu . .	59 2,590
		Bickaneer .	187 2,590	Bhagu . .	187 4,326	Bhagu . .	... 1,736
	MERTA ROAD TO BICKANEER.	Jodhpore . .	187 4,326	Bhagu . .	188 340	Bhagu . .	... 1,294
		Bickaneer .	188 340	Bhagu . .	231 ...	Bickaneer . .	42 4,940
	LÚNI JUNCTION TO PACHPADRA.	Jodhpore . .	44 ...	Lúni junction .	104 ...	Pachpadra .	60 ...
						TOTAL .	364 ...
						Carried over .	2,006 1,166

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Chitorgarh.	Commences at: Nearest railway station.	Ends at: Distance from Chitorgarh.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.	Brought forward	Miles. Feet. 2,006 1,166
LXX	Oodeypore-Chitor .	Oodeypore * .	1 3,575	Berach, near Chitorgarh.	62 351	Debari, near Oodeypore.	60 2,056
			Distance from Bhávnagar Bandar.		Distance from Bhávnagar Bandar.		
XXI	Bhávnagar-Gondal-Junágad-Porbandar—. Bhávnagar to Wadhwán.	Bhávnagar .	...	Bhávnagar .	3 3,900	Ghadechi . .	3 3,900
		Bhávnagar .	5 1,500	Ghadechi .	9 2,920	Vartej . .	4 1,420
		Shampura Girassia	9 2,920	Vartej . .	10 4,380	Vartej . .	1 1,460
		Bhávnagar .	10 4,380	Vartej . .	11 300	Vartej . .	... 1,200
		Bhojapura Girassia	11 300	Vartej . .	11 2,500	Sihor . .	... 2,200
		Bhávnagar .	11 2,500	Sihor . .	18 1,900	Songad . .	6 4,680
		Songad Girassia .	18 1,900	Songad . .	19 3,380	Songad . .	1 1,480
		Bhávnagar .	19 3,380	Songad . .	25 2,900	Sanoshra . .	5 4,800
		Vaori Girassia .	25 2,900	Sanoshra .	28 1,800	Sanoshra . .	2 4,180
		Bhávnagar .	28 1,800	Sanoshra .	32 3,360	Dhola . .	4 1,560
		Wangdra Girassia	32 3,360	Dhola . .	33 1,850	Dhola . .	... 3,770
		Bhojavadar Girassia	33 1,850	Dhola . .	35 3,100	Dhola . .	2 1,250
		Chabharia Girassia	35 3,100	Dhola . .	38 1,200	Ujalváv . .	2 3,380
		Bhávnagar .	38 1,200	Ujalváv .	38 2,700	Ujalváv . .	... 1,500
		Ramanka Girassia	38 2,700	Ujalváv .	39 2,950	Ujalváv . .	1 250
		Chitravad Girassia	39 2,950	Ujalváv .	40 4,280	Ujalváv . .	1 1,330
		Alampura Girassia under Chamardi Thana . .	40 4,280	Ujalváv .	43 2,700	Ningála . .	2 3,700
		Vala . .	43 2,700	Ningála . .	44 1,550	Ningála . .	... 4,130
		Ishwaria Girassia under Baroda State . .	44 1,550	Ningála .	44 2,400	Ningála . .	... 850
		Bhávnagar .	44 2,400	Ningála . .	60 4,420	Botád . .	16 2,020
		Chuda . .	75 1,360	Ránpur . .	82 2,100	Chuda . .	7 740
		Karol . .	82 2,100	Chuda . .	85 20	Chuda . .	2 3,200
		Limbdi . .	85 20	Chuda . .	93 1,530	Limbdi . .	8 1,510
		Wadhwán . .	93 1,530	Limbdi . .	104 1,600	Wadhwán City .	11 70
						Total .	88 1,780
	Dhola to Porbandar.	Bhávnagar .	32 ...	Dhola . .	32 4,820	Dhola . .	... 4,820
		Wangdra Girassia	32 4,820	Dhola . .	33 500	Dhola . .	... 960
		Bhojavadar Girassia	33 500	Dhola . .	34 880	Dhola . .	1 380
		Bhávnagar . .	34 880	Dhola . .	34 1,100	Dhola . .	... 220
		Ingorala Girassia under Songad Thana . .	34 1,100	Dhola . .	37 850	Jália . .	
		Limbda Girassia .	37 850	Jália . .	40 2,000	Jália . .	3 1,150
		Jália Girassia .	40 2,000	Jália . .	41 1,000	Jália . .	... 4,280
		Bhávnagar .	41 1,000	Jália . .	47 1,350	Dhasa . .	6 350
		Baroda . .	47 1,350	Dhasa . .	54 4,900	Láthi . .	7 3,550
		Láthi . .	54 4,900	Láthi . .	58 2,520	Láthi . .	3 2,900
		Jetpur . .	58 2,520	Láthi . .	63 480	Chital . .	4 3,240
		Baroda . .	63 480	Chital . .	65 100	Chital . .	1 4,900
		Jetpur . .	65 100	Chital . .	70 3,620	Chital . .	5 3,520
		Kotda Pitha .	70 3,620	Chital . .	73 2,930	Luni-dhár .	2 4,590
		Jetpur . .	73 2,930	Luni-dhár .	78 1,700	Luni-dhár .	4 4,050
		Junágad . .	78 1,700	Luni-dhár .	78 3,950	Luni-dhár .	... 2,250
		Jetpur . .	78 3,950	Luni-dhár .	87 5,110	Kunkáváv .	9 1,160
		Junágad . .	87 5,110	Kunkáváv .	91 3,860	Khákharya .	3 4,030
		Jetpur . .	91 3,860	Khákharya .	94 2,400	Khákharya .	2 3,820
		Junágad . .	94 2,400	Khákharya .	96 800	Vávdi . .	1 3,680
		Bantwa . .	96 800	Vávdi . .	96 4,500	Vávdi . .	... 3,700
		Junágad . .	96 4,500	Vávdi . .	97 1,420	Vávdi . .	... 2,200
		Bantwa . .	97 1,420	Vávdi . .	98 1,660	Vávdi . .	1 240
		Junágad . .	98 1,660	Vávdi . .	101 4,700	Vávdi . .	3 3,040
		Jetpur . .	101 4,700	Vávdi . .	110 3,100	Jetalsar . .	8 3,680
		Gondal . .	110 3,100	Jetalsar . .	112 4,100	Jetalsar . .	2 1,000
		Junágad . .	112 4,100	Jetalsar . .	117 1,200	Dhoraji . .	4 2,380
		Gondal . .	117 1,200	Dhoraji . .	151 2,330	Jám Jodhpore .	34 1,130
		Navanagar .	151 2,330	Jám Jodhpore .	173 300	Sakhpur . .	21 3,250
		Porbandar . .	173 300	Sakhpur .	189 5,150	Porbandar .	16 4,850
						Total .	157 5,150
						Carried over .	2,312 4,872

* In addition to the line between the two points whose distances from Chittorgarh station are shown above, the Oodeypore-Chitore railway has a separate station and station yard at Chitorgarh.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Jetalsar junction.	Commences at: Nearest railway station.	Ends at: Distance from Jetalsar junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*concld.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
LXXI	BHÁVNAGAR-GONDAL-JUNÁGÁD-PORBANDAR—*concld.*					Brought forward	2,312 4,872
	JETALSAR TO VERÁVAL	Gondal	...	Jetalsar	1 4,670	Jetalsar	1 4,670
		Jetpur	1 4,670	Jetalsar	4 2,055	Choki	2 2,665
		Gondal	4 2,055	Choki	4 3,610	Choki	... 1,555
		Junágad	4 3,610	Choki	40 5,010	Keshod	36 1,400
		Mangrol	40 5,010	Keshod	47 1,050	Mália	6 1,320
		Junágad	47 1,050	Mália	67 980	Verával	19 5,210
						TOTAL	67 980
LXXII	JETALSAR-RÁJKOT	Gondal	...	Jetalsar	... 4,400	Jetalsar	... 4,400
		Junágad	... 4,400	Jetalsar	4 1,590	Navagadh	3 2,470
		Jetpur	4 1,590	Navagadh	8 3,400	Virpur	4 1,810
		Virpur	8 3,400	Virpur	12 5,165	Virpur	4 1,765
		Gondal	12 5,165	Virpur	27 4,040	Gondal	14 4,155
		Kotra Sangani	27 4,040	Gondal	31 3,970	Ribda	3 5,210
		Gondal	31 3,970	Ribda	34 20	Ribda	2 1,330
		Shahpur	34 20	Ribda	36 2,300	Ribda	2 2,280
		Gadhka	36 2,300	Ribda	36 4,975	Ribda	... 2,675
		Lodhika	36 4,975	Ribda	37 225	Ribda	... 530
		Gadhka	37 225	Ribda	38 2,570	Ribda	1 2,345
		Lodhika	38 2,570	Ribda	38 3,040	Ribda	... 470
		Kankashiali	38 3,040	Ribda	39 2,610	Ribda	... 4,850
		Kotaria	39 2,610	Ribda	42 2,600	Rájkot	2 5,270
		Rájkot	42 2,600	Rájkot	45 3,100	Rájkot	3 500
		Rájkot	45 3,700	Rájkot	45 4,800	Rájkot	... 1,100
						TOTAL	45 4,200
			Distance from Rájkot junction.		Distance from Rájkot junction		
LXXIII	JÁMNAGAR	Rájkot	...	Rájkot	3 3,060	Rájkot	3 3,060
		Pal	3 3,060	Rájkot	4 5,130	Rájkot	1 2,070
		Rájkot	4 5,130	Rájkot	6 3,020	Rájkot	1 2,890
		Nawanagar	6 3,020	Rájkot	15 5,000	Paddhari	9 1,980
		Dhrol	15 5,000	Paddhari	19 4,580	Paddhari	3 4,580
		Nawanagar	19 4,580	Paddhari	25 3,350	Hadmatia	5 3,770
		Jalia	25 3,350	Hadmatia	29 4,130	Wanthali	4 780
		Nawanagar	29 4,130	Wanthali	50 1,000	Jámnagar	20 1,870
						TOTAL	49 5,160
	SPECIAL (2′ 6″) GAUGE.					TOTAL METRE GAUGE.	2,475 4,652
			Distance from Miyagam junction.		Distance from Miyagam junction.		
LXXVIII	THE GAEKWAR'S DABHOI—MIYÁGÁM TO BODELI.	Baroda	...	Miyágám	42 1,051	Bodeli	42 1,051
			Distance from Vishvámitri junction.		Distance from Vishvámitri junction.		
	VISHVAMITRI TO PADRA.	Baroda	...	Vishvamitri	7 750	Padra	7 750
	VISHVÁMITRI TO CHÁNDOD.	Baroda	...	Vishvámitri	26 2,010	Ten Taláv	26 2,010
		Sankheda Mewas (Rewa Kántha Agency).	26 2,010	Ten Taláv	29 3,000	Chándod	3 990
						TOTAL	29 3,000
			Distance from Bársi Road.		Distance from Bársi Road.		
LXXXII	BARSI LIGHT (2′ 6″)	Hyderabad	8 800	Mahisgaon	14 2,000	Uplai	6 1,200
			Distance from Anklesvar junction.		Distance from Anklesvar junction.		
LXXXIV	RAJPIPLA	Rajpipla	6 1,934	Kharchi	19 169	Raj Pardi	12 3,515
			Distance from Gitaldaha ghât.		Distance from Gitaldaha ghât.		
LXXXVI	COOCH BEHAR	Cooch Behar	...	Gitaldaha ghât	22 634	Torsá river	22 634
						Carried over	112 4,120

APPENDIX F—*concluded.*

Table of railways constructed in, or traversing, native states—concluded.

Classification No.	Railway.	NATIVE TATES TRAVERSED. Names of states.	Commences at: Distance from Wadhwán junction.	Commences at: Nearest railway station.	Ends at: Distance from Wadhwán junction.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	SPECIAL 2′ 6″ GAUGE—*concld.*					Brought forward.	112 4,120
LXXXVI	Morvi . . .	Wadhwán .	1 ...	Wadhwán .	2 1,440	Wadhwán .	1 1,440
		Kherali . .	2 1,440	Wadhwán .	4 1,440	Wadhwán . .	2 ...
		Múli . .	4 1,440	Wadhwán .	19 192	Múli . .	14 4,032
		Sáyla . .	19 192	Múli . .	31 2,280	Dolia . .	12 2,088
		Chotila . .	31 2,280	Dolia . .	33 72	Thán . .	1 3,072
		Lakhtar . .	33 72	Thán . .	42 408	Thán . .	9 336
		Vánkáner . .	42 408	Thán .	59 3,420	Vánkáner . .	17 3,012
		Morvi . .	59 3,420	Vánkáner .	68 500	Morvi . .	8 2,360
	Rájkot branch .	Vánkáner . .	51 4,800	Vánkáner .	64 3,000	Sindhávadar .	12 3,480
		Dhrol . .	64 3,000	Sindhávadar .	65 3,168	Sindhávadar .	1 168
		Kothériá . .	65 3,168	Sindhávadar .	70 1,248	Kothériá . .	4 3,360
		Gavaridar .	70 1,248	Kothériá .	73 3,384	Rájkot . .	3 2,136
		Rájkot . .	73 3,384	Rájkot . .	77 1,728	Rájkot . .	3 4,838
						Total .	92 3,922
						Total special gauge.	205 2,762
						Total all gauges	5,114 4,820

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	STANDARD STATE LINES CONSTRUCTED							
	PATNA-GYA. (a) (57·00 Miles.) Half-year ending 30th June 1879.		DHOND-MANMÁD. (145·50 Miles.) Half-year ending 30th June 1878.		LATE PUNJAB NORTHERN. (c) & (d). (445·90 Miles.) Half-year ending 30th June 1884.		LATE INDUS VALLEY. (c) (651·00 Miles.) Half-year ending 30th June 1882.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	6,719	118						
1. Survey expenses	...	...	22,545	155	3,32,996	748	8,01,429	1,231
2. Plant	...	...	580	4	14,819	33	60,113	92
3. Establishment	...	...	1,02,983	708	7,44,629	1,671	4,39,765	676
II.—Land	56,396	989	30,359	209	8,33,486	1,871	3,17,344	487
III.—Formation—								
1. Earthwork	1,95,559	3,431	9,47,608	6,513	77,23,050	17,336	66,23,820	10,175
2. Tunnels	...	...	...	...	8,94,570	2,008	...	...
IV.—Bridgework—								
1. Large bridges	95,581	1,767	57,175	393	1,91,97,672	43,092	1,33,42,769	20,496
2. Minor bridges	1,47,443	2,587	14,285	98	20,00,858	4,491	35,06,507	5,386
V.—Fencing, &c.—								
1. Fencing	826	14	115	1	4,62,226	1,038	1,16,785	179
2. Road crossings								
3. Mile and gradient posts	13,096	230	1,191	8	2,78,277	625	3,36,679	517
VI.—Electric telegraph	...	...	...	...	17,190	38	68,011	105
VII.—Ballast and permanent-way—								
1. Ballast	25,001	439	2,63,541	1,811	26,55,233	5,960	45,61,663	7,007
2. Permanent-way	15,15,140	26,581	36,47,121	25,066	1,49,90,892	33,650	2,13,70,858	32,828
VIII.—Stations and buildings—								
1. Stations and offices	84,814	1,488	22,043	151	21,94,900	4,927	14,39,731	2,212
2. Workshops, store buildings, &c.	2,056	36	1,107	8	8,24,816	1,851	8,14,428	1,251
3. Staff quarters	35,492	623	25,512	175	16,05,655	3,604	21,14,409	3,248
4. Station machinery	63,657	1,116	36,915	254	15,43,374	3,464	15,88,816	2,440
IX.—Plant—								
1. Engineering	33,612	590	1,00,897	693	25,25,391	5,669	15,39,389	2,365
2. Locomotive	...	...	...	...	4,25,579	955	30,669	47
3. Carriage and wagon	2,322	41	...	...	3,385	8	22,946	35
4. Station and office furniture.	9,825	172	5,351	37	2,02,503	454	2,93,527	451
X.—Ferries, &c.—								
1. Ferries								
2. Floating bridges	...	...	...	...	...	...	4,19,789	645
XI.—Rolling stock—								
1. Locomotive	...	...	1,64,427	1,130	26,03,789	5,845	40,44,662	6,213
2. Carriage and wagon	28,924	507	98,165	675	46,32,359	10,398	67,24,473	10,329
XII.—General charges—								
1. Direction or general	47,115	826	31,376	216	12,09,163	2,714	14,85,028	2,281
2. Engineering	96,086	1,686	2,12,084	1,457	35,39,430	7,945	43,50,510	6,683
3. Stores	24,619	432	37,577	258	6,46,970	1,452	6,97,198	1,071
4. Audit and account	12,231	215	24,294	167	4,55,550	1,022	4,38,078	673
5. Medical and sanitation	862	15	14,690	101	1,15,691	260	2,38,306	366
Loss by Exchange	...	...	...	...	...	...	...	...
Total	(b) 24,97,130	(b) 43,809	(b) 58,60,956	(b) 40,281	(b) 7,25,48,225	(b) 1,62,847	(b) 7,76,88,880	(b) 1,19,337

(a) Now amalgamated with the East Indian railway.
(b) Less receipts on capital account.
(c) Now amalgamated with the North Western State railway.
(d) Including 62·25 miles of metre gauge line from Lála Músa to Bhera since converted to the standard gauge, and 9·50 miles of a branch line from Miani to Khewra, which has since been abandoned. The cost of conversion of the former is shown in the first column of page cclxxix.

G.

end of the half-year in which the last open section of each separate project was completed.

GAUGE.

BY THE STATE.

SIND-SAGAR (EASTERN SECTION). (c) (62·50 MILES.) HALF-YEAR ENDING 30TH JUNE 1887.		SIND-SAGAR (WESTERN SECTION). (c) (314·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.		NORTH WESTERN (PISHIN SECTION). (454·82 MILES.) (f) HALF-YEAR ENDING 30TH JUNE 1892.		AMRITSAR-PATHÁNKOT. (c) (64·79 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1884.		KOTRI-ROHRI CHORD LINE. (178·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1896.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	
9	...	75,953	242	6,78,138	1,491			1,18,244	664	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	6,131	95	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	38,238	590	...	...	3. Establishment.
31,912	510	2,30,637	733	2,45,157	539	1,78,635	2,757	1,45,286	816	II.—LAND.
				2,41,38,336	53,072			10,17,068	5,714	III.—FORMATION—
				...	...	4,10,038	6,329	...	...	1. Earthwork.
				...	...	...	...	...	...	2. Tunnels.
				1,65,91,496	36,479			16,52,437	9,283	IV.—BRIDGEWORK—
1,44,122	2,306	40,28,071	12,808	...	...	4,40,982	6,806	...	...	1. Large bridges.
				...	...			...	...	2. Minor bridges.
				3,83,099	842			28,505	160	V.—FENCING, &C.—
				...	...	1,19,272	1,841	...	...	1. Fencing.
				...	...	22,208	343	...	...	2. Road crossings.
										3. Mile and gradient posts.
...	...	...	...	48,688	107	6,694	103	...	...	VI.—ELECTRIC TELEGRAPH.
11,16,158	17,858	90,55,497	28,793	2,32,76,018	51,176			47,38,257	26,619	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	7,53,084	11,623	...	...	1. Ballast.
...	...	...	...	...	...	21,03,253	32,463	...	...	2. Permanent-way.
1,14,236	1,828	11,26,231	3,581	57,48,891	12,640			5,52,007	3,101	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	2,56,155	3,954	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	1,10,046	1,698	...	...	3. Staff quarters.
...	...	...	...	...	...	1,74,868	2,699	...	...	4. Station machinery.
7,389	118	2,65,822	845	18,19,924	4,002			10,968	62	IX.—PLANT—
...	...	...	...	...	...	2,435	38	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	33,985	525	...	...	4. Station and office furniture.
		8,628	27							X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
2,50,408	4,007	15,47,971	4,922	74,15,587	16,305			2,21,435	1,244	XI.—ROLLING STOCK—
...	...	...	...	...	...	1,33,402	2,059	...	...	1. Locomotive.
...	...	...	...	...	...	2,94,958	4,553	...	...	2. Carriage and wagon.
9,977	160	6,16,151	1,959	38,79,814	8,531			7,11,785	3,999	XII.—GENERAL CHARGES—
...	...	...	...	...	...	1,38,330	2,135	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
91,170	1,459	12,11,660	3,853	27,76,730	6,105	...	...	...	...	Loss by Exchange.
(e) 17,65,381	(e) 28,246	1,81,66,621	57,763	8,70,01,879	1,91,289	(h) 52,19,922	(h) 80,567	(g) 87,22,303	49,002	TOTAL.

(e) Cost of conversion of Lála Músa-Bhera section.
(f) Including 98·67 miles of the Quetta loop line.
(g) Less ₹4,73,689, being the expenditure on the Indus Bridge division under construction, which cannot be deducted from the several main heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

Main head and sub-head.	STANDARD — STATE LINES CONSTRUCTED							
	JAMMU AND KASHMIR (British section). (a) (8·49 Miles.) Half-year ending 30th June 1890.		WARDHA COAL. (46·50 Miles.) (b) Half-year ending 31st December 1877.		DILDÁRNAGAR-GHÁZIPUR. (e) (12·00 Miles.) Half-year ending 31st December 1880.		HYDERABAD-SHADIPALLI. (58·91 Miles.) Half-year ending 31st December 1892.	
	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	4,642	547					36,345	617
1. Survey expenses	...	...	84,737	1,822	2,218	185	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	6,905	149	...	...	...	...
II.—Land	7,327	863	3,866	83	4,048	337	18,499	314
III.—Formation—	7,865	926					1,35,845	2,306
1. Earthwork	...	...	3,07,132	6,605	22,207	1,851	...	...
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—	5,635	664					2,74,256	4,656
1. Large bridges	...	...	10,06,784	21,651	26,674	2,223	...	...
2. Minor bridges	...	...	...	...	27,399	2,283	...	...
V.—Fencing, &c.—	3,357	395					18,815	319
1. Fencing	...	...	1,96,595	4,228	2,992	249	...	...
2. Road crossings 3. Mile and gradient posts	...	...	28,067	604	177	15	...	...
VI.—Electric telegraph	...	...	1,382	30	...	...	...	...
VII.—Ballast and permanent-way—	1,64,457	19,371					8,41,011	14,276
1. Ballast	...	...	3,05,050	6,560	46,135	3,845	...	...
2. Permanent-way	...	...	17,30,803	37,222	3,01,381	25,115	...	...
VIII.—Stations and buildings—	31,436	3,703					1,38,523	2,351
1. Stations and offices	...	...	91,647	1,971	29,965	2,497	...	...
2. Workshops, store buildings, &c.	...	...	1,330	29	...	...	...	...
3. Staff quarters	...	...	76,166	1,638	3,343	279	...	...
4. Station machinery	...	...	1,61,954	3,483	34,911	2,909	...	...
IX.—Plant—	1,258	148					16,665	283
1. Engineering	...	...	1,50,776	3,242	4,388	365	...	...
2. Locomotive	...	...	20,198	434	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	3,708	80	888	74	...	...
X.—Ferries, &c.—							25,334	430
1. Ferries 2. Floating bridges	...	...	...	...	...	...	...	...
XI.—Rolling stock—							7,056	120
1. Locomotive	...	...	3,025	65	...	...	...	...
2. Carriage and wagon	...	...			...	...	...	...
XII.—General charges—	15,144	1,784					1,05,048	1,783
1. Direction or general	...	...	68,296	1,469	13,918	1,160	...	...
2. Engineering	...	...	2,93,965	6,322	37,992	3,166	...	...
3. Stores	...	...	23,015	495	1,360	113	...	...
4. Audit and account	...	...	35,405	761	3,419	285	...	...
5. Medical and sanitation	...	...	4,265	92	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	2,41,121	28,401	(c) & (d) 45,99,369	(c) 98,911	5,63,415	46,951	16,17,397	27,455

(a) Funds were provided by the Government of India, but the line was constructed by the Kashmir Darbar.
(b) Including 1¼ miles to pit's mouth.
(c) Less receipts on capital account.
(d) Difference due to the credit under the head "Contingencies" not having been deducted from any of the main heads.
(e) Now amalgamated with the East Indian railway.

G—*continued.*

half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

BY THE STATE—*concld.*

OUDH AND ROHILKHAND STATE. (Lucknow-Rae Bareli section.) (48·56 Miles.) Half-year ending 31st December 1893.		OUDH AND ROHILKHAND STATE. (Bareilly-Moradabad section.) (54·72 Miles.) Half-year ending 30th June 1894.		OUDH AND ROHILKHAND STATE. (Najibabad-Kotdwara branch.) (15·19 Miles.) Half-year ending 31st December 1896.		EAST COAST STATE. (538·78 Miles.) Half-year ending 30th June 1897.		STATE LINES CONSTRUCTED BY COMPANIES. PÁTRI. (*g*) (22·13 Miles.) Half-year ending 30th June 1873.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
50,046	1,031			2,878	190	3,49,717	649	9,008	407	I.—Preliminary expenses—
...	...	7,962	146	...	...	...	...	...	...	1. Survey expenses.
...	...	3,364	61	...	...	...	...	...	...	2. Plant.
...	...	13,625	249	...	...	...	...	...	...	3. Establishment.
61,748	1,272	1,33,803	2,445	2,494	164	15,59,587	2,895	23,812	1,076	II.—Land.
1,08,931	2,243			32,874	2,164	59,59,562	11,061			III.—Formation—
...	...	3,71,344	6,786	...	...	...	...	51,955	2,348	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
2,92,546	6,024			49,361	3,250	134,26,835	24,921			IV.—Bridgework—
...	...	32,49,857	59,391	...	...	...	...	1,00,959	4,562	1. Large bridges.
...	...	1,58,862	2,903	...	...	...	...			2. Minor bridges.
1,47,563	3,039			2,754	181	3,86,130	717			V.—Fencing, &c.—
...	...	1,73,153	3,164	...	...	...	...	...	...	1. Fencing.
...	...	62,400	1,140	...	...	...	...	1,936	87	2. Road crossings.
		618	11	...	...	...	...			3. Mile and gradient posts.
...	...	...	...	...	...	...	...	17,326	783	VI.—Electric telegraph.
14,28,209	29,411			1,80,490	11,882	1,79,47,761	33,312			VII.—Ballast and permanent-way.—
...	...	8,41,877	15,385	...	...	...	...	49,893	2,255	1. Ballast.
...	...	19,35,192	35,365	...	...	...	...	4,65,947	21,055	2. Permanent-way.
1,94,880	4,013			39,939	2,629	29,72,056	5,516			VIII.—Stations and buildings—
...	...	1,89,877	3,470	...	...	...	...	4,999	226	1. Stations and offices.
...	...	...	...	...	...	...	...	11,568	523	2. Workshops, store buildings, &c.
...	...	1,33,134	2,433	...	...	...	...	11,192	506	3. Staff quarters.
...	...	1,69,563	3,100	...	...	...	...	7,380	333	4. Station machinery.
7,153	147			4,919	324	7,94,667	1,475			IX.—Plant—
...	...	7,450	136	...	...	...	...	375	17	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	10,500	192	...	...	...	...	...	...	4. Station and office furniture.
						4,86,495	903			X.—Ferries, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
						72,89,328	13,529			XI.—Rolling stock—
(*f*)	(*f*)	...	...	...	...	...	...	...	...	1. Locomotive.
		1,92,155	3,512	...	...	...	...	...	...	2. Carriage and wagon.
1,16,461	2,398			8,444	556	35,58,110	6,604			XII.—General charges—
...	...	28,035	512	...	...	...	...	...	...	1. Direction or general.
...	...	2,21,701	4,051	...	...	...	...	46,284	2,091	2. Engineering.
...	...	28,372	519	...	...	...	...	7,134	322	3. Stores.
...	...	12,504	229	...	...	...	...	...	...	4. Audit and account.
...	...	8,411	154	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
24,07,537	49,578	79,53,759	1,45,354	3,24,153	21,340	5,47,30,248	1,01,582	8,09,768	36,591	Total.

(*f*) Cost of rolling stock not available.
(*g*) Now forms a part of the Bombay, Baroda and Central India railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end

Main head and sub-head.	STANDARD — STATE LINES CONSTRUCTED							
	BENGAL-NÁGPUR. (860·88 Miles.) (a) Half-year ending 30th June 1893.		INDIAN MIDLAND. (c) (677·35 Miles.) Half-year ending 31st December 1889.		GODHRA-RUTLAM. (115·50 Miles.) Half-year ending 31st December 1894.		RUTLAM-NÁGDÁ (25·24 Miles.) Half-year ending 30th June 1896.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	14,96,327	1,738	9,93,173	1,335	1,71,597	1,486	8,587	340
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—Land	5,97,139	694	4,93,480	728	16,529	143	399	16
III.—Formation—	1,38,48,881	16,087			56,31,642	48,759	1,52,158	6,029
1. Earthwork	...	...			...	...	...	...
2. Tunnels	...	...			...	...	...	...
IV.—Bridgework—	1,82,52,649	21,202			35,93,295	31,111	4,60,266	18,236
1. Large bridges	...	...						
2. Minor bridges	...	...	3,01,28,005	44,479	...	...	...	...
V.—Fencing, &c.—	3,52,743	410			...	...	...	...
1. Fencing	...	...			1,94,033	1,680	5,869	232
2. Road crossings	...	...						
3. Mile and gradient posts	...	...			...	...	...	...
					...	...	...	...
VI.—Electric telegraph	...	...			160	1	777	31
VII.—Ballast and permanent-way—	3,02,71,488	35,163	2,74,81,967	40,573	36,67,349	31,752	7,47,118	29,600
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
					...	...	...	...
VIII.—Stations and buildings—	62,39,146	7,247	50,61,580	7,473	9,22,608	7,988	66,014	2,615
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	16,49,409	1,916	3,79,558	560	29,352	254	3,804	151
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—	1,50,06,497	17,431	57,65,284	8,511	...	...	...	...
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...
XII.—General charges—	57,60,667	6,692	37,85,858 (d)	5,589 (d)	6,65,223	5,759	72,958	2,891
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	6,53,185	759	2,52,050	372	...	...	...	...
Total	(b) 9,41,28,131	1,09,339	7,42,50,955	1,09,620	1,48,91,788	1,28,933	15,17,950	60,141

(a) Correction of mileage. The outlay shown includes the cost of the old Nágpur-Chhattisgarh metre gauge railway, as also the cost of its conversion to the standard gauge.
(b) Excluding expenditure on Jherriah Coal and Raipur-Dhamtari surveys (R2,609).
(c) Including the Sindia railway, which was constructed by the State.
(d) Including Government supervision, audit and control, and commissions, &c., on loans.

G—*continued.*

of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

BY COMPANIES—*concld.*

BEZWADA EXTENSION. (21·47 Miles.) Half-year ending 30th June 1889.		LATE SIND, PUNJAB AND DELHI. (f) (663·25 Miles.) Half-year ending 31st December 1870.		OUDH AND ROHILKHAND. (691·07 Miles.) Half-year ending 31st December 1887.		MADRAS-ENNÚR SECTION. (Bezwada-Madras.) (8·45 Miles.) Half-year ending 30th June 1896.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	
15,319	714			6,84,160	990	2,263	268	I.—Preliminary expenses—
...	...	4,76,295	718	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
47,008	2,189	63,133	95	1,47,461	213	94,709	11,208	II.—Land.
								III.—Formation—
		56,60,637	8,535					1. Earthwork.
		...	...					2. Tunnels.
								IV.—Bridgework—
2,76,516	12,879	1,52,21,433	22,950	2,87,63,062	41,621	1,08,361	12,824	1. Large bridges.
								2. Minor bridges.
								V.—Fencing, &c.—
		28,84,675	4,349					1. Fencing.
		4,04,816	610					2. Road crossings.
								3. Mile and gradient posts.
		7,08,907	1,069	46,128	67	...	...	VI.—Electric telegraph.
6,04,944	28,176			2,45,14,855	35,474	2,85,401	33,775	VII.—Ballast and permanent-way—
...	...	46,84,475	7,063	...	...	...	...	1. Ballast.
...	...	2,65,32,834	40,004	...	...	...	...	2. Permanent-way.
2,58,221	12,027			91,14,451	13,189	56,320	6,665	VIII.—Stations and buildings—
...	...	69,91,608						
...	...	27,27,176	10,542	...	...	...	...	1. Stations and offices.
			4,112	...	...	...	...	2. Workshops, store buildings, &c.
...	...	14,58,718						
...	...	49,677	2,199	...	...	...	...	3. Staff quarters.
			75	...	...	...	...	4. Station machinery.
8,990	419	12,61,606	1,902	19,62,808	2,840	8,653	1,024	IX.—Plant—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
								X.—Ferries, &c.—
...	...	48,98,454	7,386	...	...	...	...	1. Ferries.
								2. Floating bridges.
20,384	949			1,44,51,552	20,912	...	...	XI.—Rolling stock—
...	...	58,95,340	8,888	...	...	...	...	1. Locomotive.
...	...	1,06,73,511	16,093	...	...	...	...	2. Carriage and wagon.
1,15,977	5,402	81,99,624	12,363	83,26,389	12,049	18,736	2,217	XII.—General charges—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	..	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
(e) 13,47,359	62,755	9,87,92,919	1,48,952	8,88,68,152	1,28,595	5,74,443	67,981	Total.

(e) Including ₹2,164 on account of receipts on capital account, which cannot be deducted from the several main heads.
(f) Now amalgamated with the North Western State railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

STANDARD

NATIVE STATE LINES CONSTRUCTED BY THE GOVERNMENT OF INDIA.

Main head and sub-head.	KHÁMGAON. (7·50 Miles.) Half-year ending 30th June 1870.		AMRÁOTI. (5·50 Miles.) Half-year ending 30th June 1871.		BHOPAL-ITÁRSI. (57·11 Miles.) Half-year ending 31st December 1884.		RÁJPURA-BHÁTINDA. (107·94 Miles.) (b) Half-year ending 31st December 1889.	
	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	₹	₹	₹		₹	₹	₹	₹
I.—Preliminary expenses—								
1. Survey expenses	369	49	1,117	203	...	...	12,112	112
2. Plant	...	...	...	...	...	...	5,976	55
3. Establishment	...	...	...	...	...	...	41,334	383
II.—Land	...	...	2,450	446	13,152	230	(c) 14,758	137
III.—Formation—								
1. Earthwork	38,542	5,139	17,926	3,259	14,66,278	25,675	2,59,841	2,407
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—								
1. Large bridges	54,037	7,205	...	...	16,81,384	29,441	5,13,915	4,761
2. Minor bridges			58,880	10,706	1,67,168	2,927		
V.—Fencing, &c.—								
1. Fencing	7,215	962	2,042	371	17,713	310	75,674	701
2. Road crossings	8	1	255	46	25,145	440	1,08,689	1,007
3. Mile and gradient posts								
VI.—Electric telegraph	1,247	166	1,099	200	3,340	58	...	...
VII.—Ballast and permanent-way—								
1. Ballast	18,493	2,466	14,765	2,685	1,87,035	3,275	9,65,594	8,946
2. Permanent-way	2,56,936	34,258	2,58,552	47,009	14,54,617	25,470	29,28,299	27,129
VIII.—Stations and buildings—								
1. Stations and offices	7,233	964	15,412	2,802	1,12,005	1,961	3,41,696	3,166
2. Workshops, store buildings, &c.	3,277	437	634	115	...	...	7,509	70
3. Staff quarters	6,057	808	1,171	213	53,322	934	1,86,936	1,732
4. Station machinery	3,836	512	2,522	459	1,11,687	1,956	2,77,204	2,568
IX.—Plant—								
1. Engineering	3,096	413	2,636	479	3,752	66	47,910	444
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	76	10	176	32	2,553	45	35,644	330
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—								
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	316	42	60	11	...	...	...	...
XII.—General charges—								
1. Direction or general	...	...	...	...	1,11,768	1,957	37,123	344
2. Engineering	23,283	3,104	33,485	6,088	1,83,007	3,205	1,91,625	1,775
3. Stores	141	19	96	18	4,516	79	31,800	294
4. Audit and account	792	106	4,077	741	34,231	599	1,383	13
5. Medical and sanitation	...	...	...	...	3,189	56	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	4,24,954	56,661	4,17,355	75,883	(a) 56,32,823	(a) 98,631	(a) 60,84,715	(a) 56,371

(a) Less receipts on capital account.
(b) Of this, 16 miles were constructed by the late Sind, Punjab and Delhi Railway Company.
(c) Including a debit of ₹7,200 against Provincial grant of ₹10,000.

G—*continued.*

half-year in which the last open section of each separate project was completed—contd.

GAUGE—*concld.*

NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.								NATIVE STATE LINE CONSTRUCTED BY A C MPANY		MAIN HEAD AND SUB-HEAD.
JAMMU AND KASHMIR. (NATIVE STATE SECTION.) (15·92 MILES) HALF-YEAR ENDING 30TH JUNE 1896.		KOLAR GOLD-FIELDS. (10·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1894. (e)		BINA-GOONA. (73·58 MILES.) HALF-YEAR ENDING 30TH JUNE 1896.		BHOPAL-UJJAIN. (112·82 MILES.) HALF-YEAR ENDING 30TH JUNE 1897.		NAGDA-UJJAIN. (34·67 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1896.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open	
R	R	R	R	R	R	R	R	R	R	
23,937	1,504	(f) 6,719	672					10,938	315	I.—PRELIMINARY EXPENSES—
...	...	...	...	3,453	47	5,219	46	...	...	1. Survey expenses.
...	...	...	...	3,575	48	3,726	33	...	...	2. Plant
...	...	...	...	50,603	688	85,813	761	...	...	3. Establishment.
...	...	(f) 13,402	1,340	...	...	2,771	25	...	..	II.—LAND.
33,896	2,129	(f)1,24,379	12,438					1,33,583	3,853	III.—FORMATION—
...	...	...	...	4,58,653	6,233	8,06,340	7,147	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
2,33,246	14,651	(f) 48,901	4,890					4,45,803	12,859	IV.—BRIDGEWORK—
...	...	...	...	9,01,022	12,246	11,81,889	10,476	...	...	1 Large bridges.
...	...	...	...	1,33,867	1,819	5,44,642	4,827	...	...	2 Minor bridges.
1,818	114	(f) 20,878	2,088					6,110	176	V.—FENCING, &C.—
...	...	...	...	1,95,341	2,655	56,888	504	...	...	1. Fencing.
...	...	...	...	36,089	491	13,372	119	...	...	2. Road crossings
				1,642	22	2,254	20			3. Mile and gradient posts.
...	...	(f) 2,946	294	...	...	28,534	253	479	14	VI.—ELECTRIC TELEGRAPH.
5,39,566	33,892	(f)3,24,494	32,449					12,60,685	36,362	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	2,66,774	3,626	4,00,722	3,552	...	...	1. Ballast.
...	...	...	...	22,44,457	30,503	33,04,744	29,292	...	...	2. Permanent-way.
1,05,946	6,655	(f) 77,316	7,732					53,525	1,545	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	1,19,610	1,626	1,22,782	1,088	...	...	1. Stations and offices.
...	...	...	...	...	...	...	..	...	..	2. Workshops, store buildings, &c.
...	...	...	...	20,816	405	64,101	568	...	...	3. Staff quarters.
...	...	...	...	1,08,143	1,470	1,51,829	1,345	...	...	4. Station machinery.
54,461	3,421	(f) 5,687	569					1 228	35	IX.—PLANT—
...	...	...	...	1,604	22	4,795	43	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	3,712	50	10,070	89	...	...	4. Station and office furniture.
										X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
										XI.—ROLLING STOCK—
...	...	...	...	...	...	...	...	...	...	1. Locomotive.
...	...	...	...	22,259	302	...	...	...	...	2. Carriage and wagon.
66,598	4,183	(f) 34 825	3,482					1,58,900	4,583	XII.—GENERAL CHARGES—
...	...	...	...	1,50,094	2,040	2,12,731	1,885	...	...	1. Direction or general.
...	..	...	...	2,08,130	2,829	3,82,164	3,385	...	...	2. Engineering.
...	...	...	...	10,763	146	33,000	292	...	...	3. Stores.
...	...	...	...	18,416	250	40,419	358	...	...	4 Audit and account
...	...	..	...	24,697	335	33,095	294	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
(d) 10,59,468	(d) 66,549	(f) & (g) 6,44,564	64,456	(h) 49,98,917	(h) 67,938	(i) 74,85,525	(i) 66,249	20,71,251	59,742	TOTAL

(*d*) Including the outlay incurred on the Tawi bridge, which is not to be completed as a railway work.
(*e*) Opened for traffic on the 1st June 1894, but no capital account was received until the 2nd-half of 1894.
(*f*) Approximate
(*g*) Excluding receipts on capital account, R19,053, but including R4,070 expended by the Madras Railway Company, not included in any of the above heads.
(*h*) Including R6,197 on account of interest on capital expenditure incurred by the Indian Midland railway on capital works executed in Bina station yard not included in any of the above heads.
(*i*) Excluding R6,375 on account of receipts on capital account, which cannot be deducted from the several sub-heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED							
	BENGAL AND NORTH-WESTERN. (TIRHOOT SECTION.) (340·57 MILES.) HALF-YEAR ENDING 30TH JUNE 1892.		RAJPUTANA-MALWA. (1,411·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1885.		CAWNPORE-ACHNERA. (260·65 MILES.) (b) HALF-YEAR ENDING 31ST DECEMBER 1889.		SOUTHERN MAHRATTA. (MYSORE SECTION.) (c) (256·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—PRELIMINARY EXPENSES—	1,83,608	539					2,95,941	1,600
1. Survey expenses	...	...	5,05,727	358	12,744	49	...	...
2. Plant	...	...	83,116	59	2,252	9	...	...
3. Establishment	...	...	16,11,838	1,142	56,582	217	...	...
II.—LAND	8,64,045	2,537	8,36,218	593	2,37,395	911	68,825	232
III.—FORMATION—	10,70,740	3,144						
1. Earthwork	...	...	62,20,489	4,409	5,13,612	1,970		
2. Tunnels	...	...	4,28,063	303	...	...		
IV.—BRIDGEWORK—	40,54,395	11,905						
1. Large bridges	...	...	1,56,62,747	11,100	12,11,115	4,647	43,05,769	14,546
2. Minor bridges	...	...	40,92,720	2,901	4,58,833	1,760		
V.—FENCING, &C.—	8,98,687	2,639						
1. Fencing	...	...						
2. Road crossings	...	...	9,05,230	642	2,04,379	784		
3. Mile and gradient posts	...	...	5,55,095	393	1,04,924	403		
VI.—ELECTRIC TELEGRAPH	...	...	15,972	11	2,469	9		
VII.—BALLAST AND PERMANENT-WAY—	79,17,464	23,248					50,74,212	17,143
1. Ballast	...	...	38,68,803	2,742	6,81,843	2,616	...	...
2. Permanent-way	...	...	2,78,76,953	19,756	38,90,417	14,926	...	...
VIII.—STATIONS AND BUILDINGS—	30,58,423	8,971					9,21,417	3,113
1. Stations and offices	...	...	42,53,692	3,015	4,33,311	1,662	...	...
2. Workshops, store buildings, &c.	...	...	18,08,935	1,282	1,17,724	452	...	...
3. Staff quarters	...	...	46,80,834	3,317	3,27,500	1,256	...	...
4. Station machinery	...	...	33,91,100	2,403	4,12,999	1,585	...	...
IX.—PLANT—	5,77,580	1,696					2,82,087	953
1. Engineering	...	...						
2. Locomotive	...	...	10,21,797	724	15,085	58	...	...
3. Carriage and wagon	...	...	6,81,691	483	79,760	306	...	...
4. Station and office furniture.	...	...	1,96,806	140	46,599	179	...	...
			5,84,665	414	63,781	244	...	...
X.—FERRIES, &C.—	5,53,048	1,624						
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—ROLLING STOCK—							20,87,381	7,052
1. Locomotive	6,18,124	1,815	64,84,266	4,596	5,94,955	2,282	...	...
2. Carriage and wagon	16,49,660	4,844	1,01,01,934	7,159	10,65,690	4,089	...	...
XII.—GENERAL CHARGES—	13,64,597	4,007					8,64,580	2,921
1. Direction or general	...	...	14,56,740	1,032	1,62,443	622	...	...
2. Engineering	...	...	45,88,107	3,252	3,79,333	1,455	...	...
3. Stores	...	...	7,04,911	499	38,160	147	...	...
4. Audit and account	...	...	5,62,788	399	39,234	151	...	...
5. Medical and sanitation	...	...	2,56,498	182	166	1	...	...
Loss by Exchange	7,04,770	2,069	...	...	3,65,480	1,402	...	...
TOTAL	2,35,12,141	69,038	(a) 10,33,31,793	(a) 73,234	1,15,18,785	44,192	1,39,00,212	46,960

(a) Less receipts on capital account.
(b) This now forms a part of the Rajputana-Malwa railway.
(c) The Gubbi-Harihar section was constructed by the Southern Mahratta Railway Company.

G—*continued.*

the half-year in which the last open section of each separate project was completed—contd.

GAUGE.								
BY THE STATE.								
ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION,) (*d*) (198·38 MILES.) HALF-YEAR ENDING 30TH JUNE 1891.		EASTERN BENGAL STATE. (NORTHERN SECTION.) (249·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1884.		EASTERN BENGAL STATE. (DACCA SECTION.) (86·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1886.		EASTERN BENGAL STATE. (BEHAR SECTION.) (156·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		MAIN HEAD AND SUB-HEAD.
Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	R	R	R	R	R	R	R	
1,63,458	824	96,768	389	1,27,838	1,487			I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	88,703	567	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
1,69,729	856	8,15,722	3,276	4,46,381	5,190	3,18,580	2,036	II.—LAND.
3,88,907	1,960							III.—FORMATION—
...	...					13,63,596	8,713	1. Earthwork.
...	...					...	...	2. Tunnels.
6,29,686	3,174							IV.—BRIDGEWORK—
...	...					31,07,753	19,858	1. Large bridges.
...	...	57,17,876	22,963	13,68,484	15,913	4,35,158	2,780	2. Minor bridges.
1,00,260	505							V.—FENCING, &C.—
...	...					2,70,012	1,725	1. Fencing.
...	...					1,48,637	950	2. Road crossings. 3. Mile and gradient posts.
...	...					18,903	121	VI.—ELECTRIC TELEGRAPH.
31,64,971	15,954	54,77,900	22,000	17,22,430	20,028			VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	10,37,935	6,632	1. Ballast.
...	...	...	...	...	...	24,44,495	15,619	2. Permanent-way.
7,11,247	3,585	26,29,765	10,561	10,44,473	12,145			VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	3,24,569	2,074	1. Stations and offices.
...	...	...	...	...	...	18,829	120	2. Workshops, store buildings, &c.
...	...	...	...	...	...	3,32,151	2,122	3. Staff quarters.
...	...	...	...	...	...	2,22,167	1,420	4. Station machinery.
2,09,267	1,055	8,66,514	3,480	2,56,056	2,977			IX.—PLANT—
...	...	...	...	...	...	1,82,770	1,168	1. Engineering.
...	...	...	...	...	...	45,466	291	2. Locomotive.
...	...	...	...	...	...	287	2	3. Carriage and wagon.
...	...	...	...	...	...	26,348	168	4. Station and office furniture.
		4,47,048	1,795					X.—FERRIES, &C.—
...	...	...	...	...	...	10,417	67	1. Ferries. 2. Floating bridges.
		24,46,682	9,826	7,04,760	8,195			XI.—ROLLING STOCK—
4,38,645	2,211	...	...	...	...	1,75,721	1,123	1. Locomotive.
6,95,911	3,508	...	...	...	...	7,88,873	5,041	2. Carriage and wagon.
3,97,663	2,005	21,94,569	8,814	3,47,809	4,044			XII.—GENERAL CHARGES—
...	...	...	...	...	...	1,82,507	1,166	1. Direction or general.
...	...	...	...	...	...	4,51,599	2,886	2. Engineering.
...	...	...	...	...	...	45,062	288	3. Stores.
...	...	...	...	...	...	48,281	308	4. Audit and account.
...	...	...	...	...	...	18,953	121	5. Medical and sanitation.
42,150	212	...	...	...	...	1,35,841	868	Loss by Exchange.
(*e*) 71,52,923	(*e*) 36,057	2,06,92,844	83,104	60,18,231	69,979	(*a*) 1,22,28,381	(*a*) 78,137	TOTAL.

(*d*) Of this length, 58 miles, Gola Gokaran Náth to Pilibhit, were constructed by the Rohilkund and Kumaon Railway Company.
(*e*) Including R41,029 on account of interest on capital during construction not included in any of the above heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED BY THE STATE—*concld.*									
	EASTERN BENGAL STATE. (Barsoi-Kissengunge Extension.) (35·54 Miles.) Half-year ending 31st December 1903.		CAWNPORE-BURHWAL. (Metre Gauge line.) (70·60 Miles.) Half-year ending 30th June 1897.		BURMA. (327·00 Miles.) (*b*) & (*c*) Half-year ending 31st December 1885.		TOUNGOO-MANDALAY. (222·50 Miles.) (*c*) & (*d*) Half-year ending 30th June 1889.		MU VALLEY. (*c*) (151·77 Miles.) Half-year ending 30th June 1896.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	4,195	118	31,729	399	2,87,279	878	1,71,254	770	5,06,959	1,441
1. Survey expenses	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...
II.—Land	90,277	2,549	57,267	719	2,71,658	831	3,16,081	1,421	1,88,766	537
III.—Formation—	3,92,140	11,034	1,37,429	1,726					35 48,524	10,088
1. Earthwork	...	...	...	...	32,40,803	9,911			...	...
2. Tunnels	...	...	...	...	...	...			...	...
IV.—Bridgework—	3,97,931	11,197	2,65,683	3,338					34,35,317	9,766
1. Large bridges	...	...	...	...	13,89,139	4,248			...	...
2. Minor bridges	...	...	...	...	31,21,404	9,545	65,78,182	29,565	...	...
V.—Fencing, &c.—	29,106	819	1,60,402	1,261					1,09,230	310
1. Fencing	...	...	...	...	10,87,600	3,326			...	...
2. Road crossings	...	...	...	...	3,00,316	918			...	...
3. Mile and gradient posts	...	...	...	...						
VI.—Electric telegraph	...	...	...	...	655	2			9,237	26
VII.—Ballast and permanent-way—	5,15,941	14,517	12,06,147	15,153			57,83,275	25,992	62,31,988	17,716
1. Ballast	...	...	...	...	22,77,110	6,964	...	...	...	...
2. Permanent way	...	...	...	...	52,55,352	16,071	...	...	...	...
VIII.—Stations and buildings—	85,917	2,418	2,96,843	3,729			18,22,563	8,191	15,01,294	4,268
1. Stations and offices	...	...	...	...	12,96,933	3,966	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	5,07,975	1,554	...	...	...	...
3. Staff quarters	...	...	...	...	5,03,809	1,541	...	...	...	...
4. Station machinery	...	...	...	...	6,79,480	2,078	...	...	...	...
IX.—Plant—	8,580	241	4,752	60			4,16,257	1,871	1,26,644	360
1. Engineering	...	...	...	...	4,44,418	1,359	...	...	...	...
2. Locomotive	...	...	...	...	1,89,895	581	...	...	...	...
3. Carriage and wagon	...	...	...	...			...	...	...	...
4. Station and office furniture.	...	...	...	...	85,699	262	...	...	...	...
X.—Ferries, &c.—			...	...					6,38,904	1,816
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—Rolling stock—			...	...	35,62,697	10,895	33,94,051	15,254	25,09,120	7,133
1. Locomotive	...	...	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
XII.—General Charges—	21,626	608	1,02,719	1,290			14,67,669	6,596	27,37,681	7,783
1. Direction or general	...	...	...	...	2,27,935	697	...	...	...	...
2. Engineering	...	...	...	...	15,00,406	4,588	...	...	...	...
3. Stores	...	...	...	...	1,34,322	411	...	...	...	...
4. Audit and account	...	...	...	...	1,44,798	443	...	...	...	...
5. Medical and sanitation	...	...	...	...	22,311	68	...	...	...	...
Loss by Exchange	...	...	...	...	...		...	...	...	...
Total	(*a*) 15,45,713	(*a*) 43,492	22,02,971	27,675	2,65,32,093	81,137	1,99,49,332	89,660	2,15,43,664	61,244

(*a*) Less receipts on capital account.
(*b*) Excluding the Rangoon suburban lines, and the open section of the Mu Valley railway.
(*c*) The working of this line has been transferred to a company from the 1st September 1896.
(*d*) Excluding the Meiktila branch.

G—*continued.*

end of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

STATE LINES CONSTRUCTED BY COMPANIES.								Main head and sub-head.
PÁLANPUR-DEESA. (17·28 Miles.) Half-year ending 31st December 1893.		SOUTHERN MAHRATTA. (1,043·70 Miles.) Half-year ending 31st December 1890.		GUNTAKAL-MYSORE FRONTIER. (119·50 Mil. s.) Half-year ending 31st December 1893.		SOUTH INDIAN.(e) (1,042·16 Miles.) Half-year ending 30th June 1893.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	
1,991	115	10,90,911	1,045	59,327	497	10,24,302	983	I.—Preliminary expenses—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
...	...	10,25,442	982	18,716	157	3,80,376	365	II.—Land.
62,837	3,636	1,88,17,573	18,030	7,82,349	6,547	55,18,444	5,295	III.—Formation—
...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
61,180	3,541	1,83,66,507	17,597	20,57,037	17,214	1,49,14,150	14,311	IV.—Bridgework—
...	...	...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
4,984	288	13,47,110	1,291	51,883	434	15,61,664	1,499	V.—Fencing, &c.—
...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	2. Road crossings.
			...	...	...	...	...	3. Mile and gradient posts.
...	...	...	...	1,440	12	88,234	85	VI.—Electric telegraph.
1,87,859	10,872	2,15,49,213	20,647	18,22,300	15,249	1,88,98,790	18,134	VII.—Ballast and permanent-way—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	...	...	2. Permanent-way.
26,583	1,538	94,23,387	9,029	3,96,884	3,321	70,65,284	6,779	VIII.—Stations and buildings—
...	...	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	...	...	4. Station machinery.
4,443	257	25,76,012	2,468	28,363	237	17,19,017	1,649	IX.—Plant—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
								X.—Ferries, &c.—
...	...	...	...	...	...	...	...	1. Ferries.
								2. Floating bridges.
		99,03,576	9,489					XI.—Rolling stock—
...	...	...	...	...	...	43,29,145	4,154	1. Locomotive,
...	...	...	...	...	...	71,77,141	6,887	2. Carriage and wagon.
14,076	815	63,63,170	6,097	6,13,786	5,136	82,09,263	7,877	XII.—General charges—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	4,91,090	471	...	...	2,42,360	233	Loss by Exchange.
3,63,953	21,062	9,09,53,991	87,146	(a) 58,32,085	(a) 48,804	(f) 7,22,46,450	69,324	Total.

(e) Including the Villupuram-Dharmavaram section, which was constructed by the State.
(f) Including ₹11,18,280 on account of maintenance, charged to capital account not included in any of the above heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED BY COMPANIES—*concld.*		NATIVE STATE LINES CONSTRUCTED BY THE GOVT. OF INDIA.					
	MÁYAVARAM-MUTUPET. (*a*) (53·99 Miles.) Half-year ending 30th June 1894.		JODHPORE-BICKANEER. (*b*) (Jodhpore section.) (320·50 Miles.) Half-year ending 30th June 1893.		JODHPORE-BICKANEER. (Bickaneer section.) (43·50 Miles.) Half-year ending 31st December 1891.		BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR. (329·16 Miles.) (*c*) Half-year ending 31st December 1890.	
	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	16,099	298	41,739	130	7,826	180	1,19,442	363
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—Land—	1,91,105	3,540	1,007	3	...	...	...	...
III.—Formation—	2,22,502	4,121	2,24,818	701	60,535	1,392	16,74,017	5,086
1. Earthwork	...	...	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—	7,24,088	13,412	2,13,095	665	2,500	57	41,19,819	12,516
1. Large bridges	...	...	...	...	...	...	...	...
2. Minor bridges	...	...	...	...	...	...	...	...
V.—Fencing, &c.—	17,473	324	5,087	16	105	2	71,451	217
1. Fencing	...	...	...	...	...	...	...	...
2. Road crossings								
3. Mile and gradient posts	...	...	...	...	...	...	...	...
VI.—Electric Telegraph	2,173	40	36,682	114	...	...	10,425	32
VII.—Ballast and permanent-way—	6,90,875	12,796	43,46,594	13,562	13,42,378	30,859	49,16,242	14,935
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	1,38,385	2,563	3,47,149	1,083	14,075	324	21,49,764	6,531
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	13,254	245	49,591	155	1,033	24	3,52,828	1,072
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...
X.—Ferries, &c.								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—							21,57,548	6,555
1. Locomotive	...	...	3,56,481	1,112	...	...	...	...
2. Carriage and wagon	...	...	6,41,179	2,001	...	...	...	...
XII.—General charges—	2,46,887	4,573	88,073	275	4,254	98	8,73,566	2,654
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	22,62,841	41,912	63,51,495	19,817	14,32,706	32,936	1,64,45,102	49,961

(*a*) Funds were provided in nearly equal portions by the Tanjore District Board from a special cess, and by the Madras Government from Provincial Funds.
(*b*) The section from Kharchi to Páli was constructed by the Jodhpore Darbar.
(*c*) Excluding 4·50 miles of dock estates and quarry lines constructed and maintained by the Native States as separate undertakings from the Bhávnagar-Gondal-Junágad-Porbandar railway.

G—*continued.*

end of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.						Main head and sub-head.
MYSORE-NANJANGÚD. (15·25 Miles.) (*d*) Half-year ending 31st December 1892.		JETALSAR-RÁJKOT. (46·23 Miles.) Half-year ending 30th June 1893.		YESVANTPUR-MYSORE FRONTIER. (51·35 Miles.) Half-year ending 31st December 1893.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	R	R	R	R	R	
15,069	988	14,255	308	66,294	1,291	I.—Preliminary expenses—
...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	3. Establishment.
5	...	10,080	218	23,744	462	II.—Land.
1,30,884	8,583	2,12,795	4,603	5,21,077	10,148	III.—Formation—
...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	2. Tunnels.
83,294	5,462	1,88,891	4,086	5,41,178	10,539	IV.—Bridgework—
...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	2. Minor bridges.
14,741	967	37,726	816	68,497	1,334	V.—Fencing, &c.—
...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	2. Road crossings.
			...	...	...	3. Mile and gradient posts.
...	...	...	...	...	...	VI.—Electric Telegraph.
2,44,401	16,026	6,44,743	13,947	8,66,865	16,881	VII.—Ballast and permanent-way—
...	...	...				
...	...	...				
			...	...	...	1. Ballast.
			...	...	...	2. Permanent-way.
57,918	3,798	1,01,673	2,199	1,13,371	2,208	VIII.—Stations and buildings—
...	...	...	...			
...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	4. Station machinery.
5,718	375	18,125	392	40,445	788	IX.—Plant—
...	...	...				
...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	3. Carriage and wagon.
			...	...	...	4. Station and office furniture.
...	...	...	...	...	...	X.—Ferries, &c.—
						1. Ferries.
						2. Floating bridges.
...	...	...	...	...	...	XI.—Rolling stock—
...	...	...	...	...	...	1. Locomotive.
...	...	...	...	...	...	2. Carriage and wagon.
40,384	2,648	69,986	1,514	1,32,567	2,582	XII.—General charges—
...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	Loss by Exchange.
5,92,414	38,847	12,98,274	28,083	23,74,038	46,233	Total.

d) Opened for traffic on the 1st December 1891, but no separate account was received until the 2nd-half of 1892.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	METRE GAUGE—*concld.*							
	NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES—*concld.*				NATIVE STATE LINES CONSTRUCTED BY COMPANIES.			
	OODEYPORE-CHITOR (*a*). (6·50 Miles.) Half-year ending 31st December 1895.		JÁMNAGAR. (50·29 Miles.) Half-year ending 30th June 1897.		GAEKWAR'S MEHSÁNA. (92·63 Miles.) Half-year ending 31st December 1891.		KOLHÁPUR. (20·07 Miles.) (*b*) Half-year ending 30th June 1892.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	6,940	115	19,168	381	10,385	112	13,858	477
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	..	...	...	...	...	...
II.—Land	...	...	...	...	...	...	9,821	338
III.—Formation—	1,57,552	2,604	1,99,716	3,971	2,65,898	2,871	2,64,480	9,098
1. Earthwork	...	...	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—	1,56,086	2,580	4,48,834	8,925	4,61,777	4,985	10,91,301	37,540
1. Large bridges	....	...	...	...	...	...	...	...
2. Minor bridges	...	...	...	...	...	...	...	...
V.—Fencing, &c.—	8,618	142	24,983	497	50,501	545	41,709	1,435
1. Fencing	...	...	...	...	...	...	...	...
2. Road crossings	...	...	...	...	...	...	...	...
3. Mile and gradient posts	...	...	...	...	...	..	...	...
VI.—Electric Telegraph	...	...	...	...	...	...	...	...
VII.—Ballast and permanent-way—	8,16,780	13,500	7,55,796	15,029	16,43,851	17,746	5,21,575	17,942
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	1,19,133	1,969	1,50,400	2,991	3,47,640	3,753	2,24,995	7,740
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	6,645	110	26,230	521	29,870	323	6,981	240
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture	...	...	...	...	...	...	...	...
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—	2,25,008	3,719	2,66,484	5,299	16,026	173		
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...		...	...	...	...
XII.—General charges—	78,038	1,290	78,943	1,570	78,102	843	1,17,746	4,050
1. Direction or general	...	...	..	...	...	...	...	...
2. Engineering	...	...	...	...		...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	15,74,800	26,029	19,70,554	39,184	29,04,050	31,351	22,92,466	78,860

(*a*) The line was not fully completed when opened for traffic. The additional sum of ₹2,97,500 since incurred on the line has therefore been included in the details.
(*b*) Opened for traffic on the 21st April 1891, but no capital account was received until the first-half of 1892.

G—*concluded.*

end of the half-year in which the last open section of each separate project was completed—concld.

SPECIAL GAUGES.								
STATE LINES CONSTRUCTED BY THE STATE.				NATIVE STATE LINE CONSTRUCTED BY NATIVE STATE.		NATIVE STATE LINE CONSTRUCTED BY A COMPANY.		MAIN HEAD AND SUB-HEAD.
KAUNIA-DHARLLA. (37·03 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1884.		JORHÁT. (30·60 MILES, 2′ 0″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1887.		COOCH BEHAR. (22·12 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1893.		(RAJPIPLA ANKLESVAR-RAJ PARDI SECTION.) (19·03 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1897.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	
910	25	388	13	9,764	441			I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	3,716	195	1. Survey expenses.
...	...	...	...	...	...	1,585	83	2. Plant.
...	...	...	...	...	...	8,221	432	3. Establishment.
14,432	390	4,728	155	10,046	454	...	...	II.—LAND.
								III.—FORMATION—
				82,400	3,725	86,675	4,555	1. Earthwork.
				...	...	...	...	2. Tunnels.
								IV.—BRIDGEWORK—
				31,560	1,427	1,28,560	6,756	1. Large bridges.
88,841	2,401	1,18,590	3,875	27,996	1,266	96,515	5,072	2. Minor bridges.
								V.—FENCING, &C.—
				...	...	1,189	62	1. Fencing.
				913	41	4,322	227	2. Road crossings.
								3. Mile and gradient posts.
				...	...	...	...	VI.—ELECTRIC TELEGRAPH.
4,98,680	13,478	3,09,346	10,109					VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	29,898	1,571	1. Ballast.
...	...	...	...	3,02,756	13,687	1,36,662	7,181	2. Permanent-way.
21,470	580	62,578	2,045					VIII.—STATIONS AND BUILDINGS—
...	...	...	...	10,474	473	16,038	843	1. Stations and offices.
...	...	...	...	4,362	197	...	...	2. Workshops, store buildings, &c.
...	...	...	...	6,017	272	12,900	678	3. Staff quarters.
...	...	...	...	10,081	456	27,202	1,429	4. Station machinery.
8,444	228	20,606	673					IX.—PLANT—
...	...	...	...	6,411	290	1,417	74	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	647	29	4,130	217	4. Station and office furniture.
1,20,677	3,261							X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	1. Ferries. 2. Floating bridges.
1,60,637	4,342	1,18,901	3,886					XI.—ROLLING STOCK—
...	...	...	...	30,890	1,396	66,664	3,503	1. Locomotive.
...	...	...	...	45,722	2,067	49,534	2,603	2. Carriage and wagon.
8,291	224	36,622	1,197					XII.—GENERAL CHARGES—
...	...	...	...	1,211	55	543	29	1. Direction or general.
...	...	...	...	44,922	2,031	34,917	1,835	2. Engineering.
...	...	...	...	1,410	64	264	14	3. Stores.
...	...	...	...	1,207	55	527	28	4. Audit and account.
...	...	...	...	3,498	158	517	27	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
9,22,382	24,929	6,71,759	21,953	(c) 6,34,741	(c) 28,695	7,11,996	37,414	TOTAL.

(c) Including ₹2,454 on account of loss on working the open line not included in any of the above heads.

APPENDIX

Statement showing for the financial years 1890-91 to 1897-98 the mileage and the actual amounts closed, as also the Budget and Revised*

RAILWAY.	1890-91.		1891-92.		1892-93.				1893-94.			
	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
		£		£		£	£	£		£	£	£
East Indian (*a*)	1,610	—*1,27,178*	1,610	—*7,31,147*	1,610¼	11,45,000	12,79,000	13,25,919	1,610¾	16,23,000	43,54,000	42,53,807
Rajputana-Malwa railway system	1,672½	36,419	1,674	—*3,31,136*	1,674	3,00,000	7,35,000	6,01,212	1,674	4,87,000	5,04,000	4,98,405
Godhra-Rutlam-Nágdá	...	...	...	...	...	...	...	...	...	...	...	...
Bhopal-Itársí (British section)	13	1,69,118	13	1,96,542	13	2,70,000	2,70,000	2,69,814	13	2,68,000	2,25,000	1,92,146
Warora, colliery including Wardha Coal railway to end of 1890-91	46½	—*2,50,955*	...	12,667	...	2,62,000	—*4,000*	9,918	...	4,76,000	1,06,600	1,12,597
Wardha Coal	...	...	(*b*) 45	—*2,78,105*	45	15,000	7,000	6,493	45	15,000	...	...
Umaria colliery	...	54,458	...	71,788	...	50,000	1,000	37,608	...	55,000	—*43,700*	—*42,470*
Burma State	558½	1,48,664	558½	4,58,825	558½	3,00,000	3,66,000	2,32,568	577½	4,32,000	6,22,400	6,36,880
Eastern Bengal State (*e*)	778½	14,33,124	777	12,91,146	777	18,06,900	13,37,000	8,94,965	812¾	14,68,000	10,94,000	10,55,438
Tirhoot	(*f*) 329½	1,75,175	341¾	—*59,374*	341¾	2,25,000	12,40,000	12,48,004	341¾	1,98,000	1,83,000	1,24,598
Oudh and Rohilkhand State	692½	2,33,375	692½	21,189	692½	5,85,600	—*2,43,000*	—*1,97,052*	741	13,99,000	13,28,500	11,90,862
Cawnpore-Burhwal (metre gauge link)	...	...	...	...	...	...	...	...	...	...	...	...
North Western State (*g*)	2,368¼	22,96,061	2,358½	8,50,046	2,427½	17,17,700	18,49,000	18,30,046	2,427½	8,67,000	16,08,000	12,43,986
Guntakal-Mysore frontier	...	...	...	...	...	...	...	...	...	...	...	...
South Indian	900¾	12,55,115	1,105½	—*17,45,079*	1,042½	13,70,000	9,86,000	7,74,489	1,041½	11,37,000	7,25,000	7,50,345
Bezwada extension	21½	34,602	21½	19,133	21½	10,000	5,000	4,809	21½	5,000	5,000	5,006
Madras-Ennúr section (Bezwada-Madras)	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmád	145½	4,470	145½	61,912	145½	70,000	38,000	30,684	145½	1,69,000	1,07,000	93,815
TOTAL	9,136¼	54,62,448	9,342½	—*1,61,593*	9,348½	81,27,200	78,66,000	70,69,477	9,451½	85,99,000	1,08,18,800	1,01,15,415

* For information relating to earlier years, see Appendix H to part II of the Administration report for 1894-95.

(*a*) Including expenditure on the Dildárnagar-Ghazipur, Patna-Gya and Nalháti railways.

(*b*) Excluding 1½ miles at Warora retained by the colliery as a siding on the transfer of the working of the Wardha Coal railway to the Great Indian Peninsula Railway Company.

H.

expended on capital account on State railways (open lines) the construction estimates of which have been estimate figures from 1892-93 to 1897-98.

1894-95.				1895-96.				1896-97.				1897-98.			
Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
	₹	₹	₹		₹	₹	₹		₹	₹	₹		₹	₹	₹
1,672¼	24,00,000	35,41,000	38,82,382	1,700¼	31,00,000	55,50,000	52,11,142	1,701¼	85,00,000	68,00,000	64,94,213	1,705	1,05,00,000	1,20,00,000	1,28,94,201
1,674	9,70,000	15,92,000	11,38,889	1,674	6,36,000	10,29,000	9,97,944	1,674	6,06,000	3,50,000	—1,81,783	1,674	(i) 6,55,000	(i) 1,50,000	(i) 14,938
...	...	...	...	...	...	...	...	115¼	(c) 3,32,000		(c) 1,58,257	141			1,12,386
13	1,40,000	1,40,000	1,31,741	13	75,000	51,000	47,228	13	30,000	30,000	28,729	13	20,000	13,000	21,239
...	5,00,000	4,34,000	3,97,944	...	1,84,000	—70,000	—81,610	...	1,35,000	—67,000	—60,613	...	—18,000	—70,000	—76,031
45	20,000	...	...	45	1,05,000	7,000	3,105	45	75,000	7,000	5,532	45	75,000	...	...
...	44,000	52,000	42,989	...	52,000	53,000	56,573	...	54,000	82,000	71,136	...	41,000	33,000	25,334
577½	4,00,000	3,47,000	4,17,467	577½	—89,000	—1,10,000	—64,767	577½	4,28,000	(d) 1,39,000	(d) 1,34,884	...	...	...	...
813	9,00,000	6,45,000	6,02,680	813¼	12,00,000	14,16,000	14,25,285	814¼	40,75,000	44,89,000	42,46,738	818	27,25,000	34,88,000	39,94,228
341¾	8,00,000	5,05,000	2,58,104	341¾	7,00,000	6,03,000	5,08,239	341¾	3,25,000	2,41,000	1,17,122	341¾	11,00,000	3,50,000	2,55,577
796½	7,43,000	16,65,000	15,72,763	797¼	16,43,000	13,59,000	12,23,762	812¼	8,38,000	6,31,000	4,07,570	812½	7,85,000	4,37,000	3,73,845
...	...	...	...	...	...	...	...	...	...	...	...	(j) 79½			1,77,301
2,429¼	21,28,000	18,20,000	18,39,009	2,439¾	8,40,000	19,91,000	17,10,598	2,440¼	28,99,000	43,50,000	47,76,794	2,551½	4,77,000	—17,71,000	—19,88,421
...	...	...	...	119½	50,000	20,000	17,947	119½	40,000	20,000	17,675	119½	10,000	2,000	1,321
1,041½	6,00,000	2,00,000	1,85,032	1,041½	8,50,000	4,50,000	3,82,340	1,041½	5,00,000	1,50,000	1,49,527	1,046¼	5,00,000	—2,70,000	—3,01,265
20½	10,000	5,000	3,405	20½	(h)	(h)	3,887	20½	(h)	(h)	1,761	20½	(h)	(h)	61 5:0
...	...	...	...	9	3,00,000	4,30,000	4,01,865	8½	...	10,000	9,606	8½	20,000	20,000	15,543
145½	1,30,000	51,000	48,040	145½	2,86,000	2,16,000	1,40,209	145½	40,000	25,000	20,444	145½	75,000	20,000	17,758
9,569¾	97,85,000	1,09,97,000	1,05,20,445	9,738¼	99,32,000	1,29,95,000	1,19,83,747	9,870	1,88,77,000	1,72,57,000	1,63,97,592	9,516¾	1,69,65,000	1,44,02,000	1,55,99,474

(c) Godhra-Rultam section only.
(d) Outlay from the 1st April to 31st August 1896, after which date the working of the line was made over to the Burma Railways Company.
(e) Including outlay on sidings and extensions which cannot be separated.
(f) Working made over to the Bengal and North-Western Railway Company on the 1st July 1890.
(g) Excluding expenditure on troop traffic works and gradient improvements from 1890-91, and on the Sukkur bridge from 1890-91 to 1892-93.
(h) Amalgamated with the East Coast State railway.
(i) Including Pálanpur-Deesa railway.
(j) Including 16¾ miles from Burhwal to Bara Banki and half a mile on the Cawnpore bridge laid on a mixed gauge.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native State and worked by company.	Total.
		I.—East Indian.*	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XI.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	XVIII.—Great Indian Peninsula.*	XIX.—Bombay, Baroda and Central India.	XX.—Madras.	XXXII.—The Nizam's Guaranteed State.	
	Locomotives.														
1	Mail, special	...	...	18	...	91	26	...	...	...	...	...	41	...	135
2	Passenger, ordinary	194	23	6	36	239	10	83	...	...	118	34	41	13	797
3	Goods	425	23	90	69	253	124	16	...	...	371	98	69	37	1,552
4	Incline, special	...	...	...	...	20	...	...	...	...	74	...	...	...	94
5	Tank	11	...	4	20	9	...	5	8	4	42	3	16	...	80
6	Local traffic, shunting and ballast	...	...	...	...	10	6	...	...	...		12	...	...	70
7	Special engines of sorts (*e.g.*, Fairlie or rack or tram)	...	...	...	...	(a) 4	...	...	...	53	...	(b) 15	(b) 40	...	112
	Total	630	23	118	125	626	166	104	8	57	605	162	166	50	2,840
	Coaching vehicles.														
1	Saloons, Royal	4	...	...	...	...	...	...	...	...	...	...	...	...	4
2	Saloons, State	...	...	...	...	12	...	(d) 1	...	...	...	...	(d) 2	...	15
3	Saloons, dining, bogie	2	...	...	...	...	...	...	...	...	...	...	...	...	2
4	Saloons, ordinary	...	1	...	...	...	...	(e) 12	...	...	...	10	26	6	55
5	Reserved carriages	24	...	6	1	46	14	...	...	...	...	8	(e) 9	...	108
6	Family carriages	...	...	...	5	...	2	...	...	...	...	...	...	...	7
7	Attendants' carriages	...	...	...	...	2	...	...	...	...	...	...	...	...	2
8	Inspection carriages	...	...	...	...	...	...	...	...	5	...	...	...	...	5
9	First class carriages — Ordinary	76	4	8	22	92	39	(f) 13	...	15	90	(g) 8	...	9	376
	First class carriages — Bogie	1	...	...	...	...	...	...	...	...	...	...	...	...	1
	First class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Upper class carriages — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	107	5	14	28	152	55	26	...	20	90	26	37	15	575

* In addition to the coaching stock shown in this list, there are for the through mail service to Bombay, 1 saloon, dining, bogie, 1 first class carriage, bogie, 8 first and 8 second class carriages, 8 through luggage vans, and 12 post office vans (38 in all), which are joint stock belonging to the East Indian and the Great Indian Peninsula railways. The Great Indian Peninsula railway possesses a $\frac{1}{16}$th share in this stock.

I.

and metre gauge railways on the 31st December 1897.

METRE GAUGE.																
STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.			TOTAL.	Progressive number.
XXXIX.—Bengal and North-Western—Tirhoot section. Company's section	XLI.—Rajputana-Malwa.	XLII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVIII.—Assam-Bengal.	XLIX.—Burma.	L.—Eastern Bengal—Northern, Behar and Dacca sections.	LIII.—Deoghur.	LIV.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LV.—Bengal Dooars.	LVI.—Dibru-Sadiya.	LIX.—Jodhpore-Bickaneer—Jodhpore Section. Bickaneer section.	LXXI.—Bhávnagar-Gondal-Junágad-Porbandar.	LXXIII.—Jámnagar.		
...	35	...	...	...	...	...	...	...	...	...	...	...	...		35	1
36	110	26	...	68	40	18	17	3	8	4	10	17	33		293	2
73	252	147	37	129		117	65		15		4				936	3
...	...	3	...	...	...	...	...	...	...	...	...	...	...		3	4
1	...	2	5	8	12	6	(c) 2	...	3	...	4	...	...		43	5
...	29	...	...	...	1	...	...	...	1	...	...	...	...		31	6
...	...	...	...	...	...	6	...	...	...	...	...	...	...	Worked by the engines of the Bhávnagar-Gondal-Junágad-Porbandar railway as a temporary measure.	6	7
110	426	178	42	205	53	147	84	3	27	4	18	17	33		1,347	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
3	6	...	3	1	...	(i) 1	(i) 2	...	...	...	...	...	...	...	16	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
11	...	...	...	2	...	...	(k) 16	...	...	1	...	2	2	...	34	4
4	...	(h) 5	3	3	...	(j) 24	...	...	5	...	...	...	(n) 7	...	51	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	4	7
...	11	...	...	...	7	...	...	...	...	...	(m) 2	...	...	...	20	8
21	116	15	4	19	1	34	(l) 12	...	11	...	...	6	13	2	254	
...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	2	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
39	133	20	10	25	8	61	34	...	16	1	2	8	22	2	381	

(a) These are metre gauge engines.

(b) Utilised for hauling mixed trains.

(c) Used in shunting and local traffic.

(d) These are six-wheeled carriages.

(e) Of these, two are six-wheeled carriages.

(f) These are sleeping carriages.

(g) Of these, one is a six-wheeled carriage.

(h) Of these, three are on bogie frames.

(i) On bogie frames.

(j) Of these, five are six-wheeled carriages and one carriage is on a bogie frame.

(k) Of these, two are six-wheeled carriages.

(l) Of these, eight are six-wheeled carriages.

(m) These are Inspector's vans.

(n) Of these, one is a bogie carriage.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.														
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.		
		I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XI.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	XVIII.—Great Indian Peninsula.	XIX.—Bombay, Baroda and Central India.	XX.—Madras.	XXXII.—The Nizam's Guaranteed State.	Total.
	COACHING VEHICLES—*continued.*														
	Brought forward .	107	5	14	28	152	55	26	...	20	90	26	37	15	575
11	Composite, first and second class carriages . . Ordinary .	62	3	25	44	87	41	48	...	12	64	18	(f) 44	10	458
	Bogie .	...	...	...	...	25	...	...	...	...	...	7	...	...	32
	Ambulance .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Six-wheeled.	...	...	...	...	...	...	...	...	...	...	4	...	...	4
12	Composite, second and third class carriages . . Ordinary .	...	...	...	...	...	...	...	...	...	2	...	...	...	2
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Composite, first, second and third class carriages . Ordinary .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie .	...	...	...	...	10	...	...	...	...	...	...	...	...	10
	Ambulance .	...	...	... (a)	...	...	(c)	...	...	...	...	...	...	...	...
14	Other composite carriages . . Ordinary .	(a) 1	...	4	...	...	5	...	...	...	...	...	...	...	10
	Bogie .	(b) 9	..	...	...	...	...	...	...	...	...	...	...	...	9
	Ambulance .	...	...	...	...	...	...	... (d)	...	...	...	...	...	...	...
15	Second class carriages . . Ordinary .	88	4	15	22	94	27	12	...	20	157	41	70	8	558
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Second class carriages with postal accommodation . Ordinary .	...	...	...	...	...	...	...	...	...	22	...	...	...	22
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	Intermediate class carriages . . Ordinary .	73	10	8	...	110	28	13	...	...	...	...	...	...	242
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance .	...	...	...	...	...	...	16	...	...	...	...	...	...	16
	Six-wheeled .	...	...	...	...	...	...	...	...	...	...	22	...	...	22
18	Intermediate and third class carriages . Ordinary .	39	...	11	...	38	25	(e) 33	...	3	...	...	...	...	149
	Bogie .	9	...	...	...	14	...	...	...	...	...	...	...	...	23
	Ambulance	...	...	...	...	4	...	...	...	...	...	...	...	...	4
19	Intermediate and postal carriages . Ordinary .	...	2	...	...	31	3	6	...	3	...	3	...	...	48
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Intermediate, third and postal carriages . Ordinary .	...	...	1	...	...	...	1	...	...	...	...	...	...	2
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21	Lower class . . Ordinary .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over .	388	24	78	94	565	184	155	...	58	335	121	151	33	2,186

I—*continued.*

and metre gauge railways on the 31st December 1897.

METRE GAUGE.																
STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.			LINES OWNED AND WORKED BY NATIVE STATES.			TOTAL.	Progressive number.	REMARKS.
XXXIX.—{Bengal and North-Western—Tirhoot section, Company's section.	XLI.—Rajputana-Malwa.	XLIII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVIII.—Assam-Bengal.	XLIX.—Burma.	L.—Eastern Bengal—Northern, Behar and Dacca sections.	LIII.—Deoghur.	LIV.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LV.—Bengal Dooars.	LVI.—Dibru-Sadiya.	LXIX.—{Jodhpore-Bickaneer—Jodhpore section, Bickaneer section.	LXXI.—Bhávnagar-Gondal-Junágad-Porbandar.	LXXIII.—Jámnagar.			
39	133	20	10	25	8	61	34	...	16	1	2	8	22	2	381		
28	49	47	6	35	4	31	(*j*)32	...	12	3	8	6	2	...	263	11	(*a*) These are composite (first and third class) carriages.
...	1	5	7	...	4	11	...	...	...	...	...	...	2	...	30		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*b*) These are composite (first, second and intermediate class) carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	7	...	...	...	...	...	...	...	...	...	...	...	2	...	9	12	
...	...	...	...	...	...	5	...	...	...	...	...	...	2	...	7		(*c*) Of these, one is a composite (first and second, with luggage compartment), and four are composite (first, second, intermediate and third class) carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	20	8	...	...	...	...	...	...	...	2	...	30	13	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*d*) These are sleeping carriages.
...	...	...	...	(*a*)9	...	...	...	(*a*)2	...	...	...	...	...	...	11		
...	...	...	...	...	...	...	...	...	...	...	...	...	(*a*) 2	...	2	14	(*e*) Of these, thirteen are slip composite carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
(*g*)15	(*i*) 99	33	8	44	...	48	14	...	3	...	...	1	8	2	275		(*f*) Including thirty-nine sleeping carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	15	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*g*) Of these, five are six-wheeled carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	5		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	(*h*) Of these, ten are six-wheeled carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	50	...	...	...	...	...	(*k*)30	...	3	...	...	...	...	...	83		(*i*) Of these, forty-four are double carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*j*) Of these, eight are six-wheeled carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
(*h*) 32	25	...	...	...	...	...	(*l*) 23	...	7	1	...	...	...	...	88	18	(*k*) Of these, one carriage has a compartment for the use of native invalids, and twenty-one carriages have latrine accommodation.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	8	...	...	...	...	...	2	...	...	1	...	...	...	...	11	19	(*l*) Of these, twenty carriages have latrine accommodation.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	8	21	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
114	372	105	31	133	24	156	135	10	41	6	10	15	48	4	1,204		

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													Total
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native State and worked by company.	
		I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XI.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	XVIII.—Great Indian Peninsula.	XIX.—Bombay, Baroda and Central India.	XX.—Madras.	XXXII.—The Nizam's Guaranteed State.	
	COACHING VEHICLES—*concluded.*														
	Brought forward .	388	24	78	94	565	184	155	...	58	335	121	151	33	2,186
22	Third class carriages without brakes . Ordinary .	642	34	(a)136	198	92	142	167	...	(g)168	526	194	358	56	2,713
	Bogie .	47	...	...	...	...	...	...	...	...	...	30	...	...	77
	Ambulance	52	...	(b)23	22	138	...	...	...	...	29	15	28	...	307
	Six-wheeled	...	...	...	...	...	...	...	...	...	...	18	...	...	18
23	Third class and postal vans . . . Ordinary .	41	...	10	13	26	25	3	...	2	...	8	7	5	14
	Bogie .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Third class carriages with brakes . Ordinary .	11	...	...	...	(c) 226	52	...	...	...	...	26	8	...	323
	Bogie .	18	...	...	...	76	...	...	...	...	...	...	...	...	94
	Ambulance	...	...	...	...	(d)309	68	...	...	...	...	...	...	...	377
25	Third class and brake vans .	...	13	12	50	...	...	(e) 14	...	...	115	...	...	...	204
26	Compound third class incline vans	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Brake vans	...	10	23	...	523	...	...	...	34	535	28	...	...	1,153
28	Postal vans	22	...	...	...	10	...	...	...	7	7	...	9	...	55
29	Cooking vans	...	...	...	...	...	...	1	...	...	...	...	...	...	1
30	Prison vans	...	...	...	...	...	...	...	...	...	6	...	...	...	6
31	Carriages, dynamometer . .	...	...	...	...	1	...	...	...	...	...	...	...	...	1
32	Carriage trucks . . .	39	...	4	5	42	10	4	...	6	50	4	21	2	187
33	Horse boxes	75	1	10	15	134	37	10	...	6	93	15	46	10	452
34	Luggage vans	21	6	20	25	57	44	9	...	2	90	16	24	6	320
35	Produce vendors' vans . .	...	...	...	...	...	...	17	...	...	...	...	...	...	17
36	Milk vans . . .	...	6	...	...	...	...	19	...	...	...	...	...	...	25
37	Fish vans	...	5	...	...	...	...	20	...	...	...	...	...	...	25
38	Store, ice, and stationery vans .	...	...	...	...	15	...	...	...	...	...	...	...	...	15
39	Brake vans fitted with postal compartments	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	Open wagons for passengers .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	Miscellaneous	...	...	...	...	...	...	3	...	...	...	...	...	...	3
	TOTAL COACHING VEHICLES .	1,356	99	316	422	2,214	562	422	(f)	283	1,786	475	652	112	8,699
	GOODS VEHICLES.														
1	Cylindrical wagons . . .	...	...	...	...	...	...	259	...	...	...	...	...	...	259
2	Covered goods wagons, bogie . Iron .	...	...	...	...	412	....	...	...	...	...	...	...	...	412
	Wooden .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Covered goods wagons, ordinary Iron .	(p) 4,134	430	2,271	1,170	6,892	2,424	1,508	348	(s) 943	912	645	395	104	22,176
	Wooden .	(q) 2,300	...	...	...	131	1,404	(r)68	...	...	3,481	1,586	1,036	67	10,073
	Carried over .	6,434	430	2,271	1,170	7,435	3,828	1,835	348	943	4,393	2,231	1,431	171	32,920

I—*continued.*

and metre gauge railways on the 31st December 1897.

METRE GAUGE: STATE LINES WORKED BY COMPANIES. XXXIX.—Bengal and North-Western—Tirhoot section.	Company's section.	XLI.—Rajputana-Malwa.	XLIII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVIII.—Assam-Bengal.	XLIX.—Burma.	STATE LINE WORKED BY THE STATE. L.—Eastern Bengal—Northern, Behar and Dacca sections.	ASSISTED COMPANIES. LIII.—Deoghur.	LIV.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LV.—Bengal Dooars.	LVI.—Dibru-Sadiya.	LINES OWNED AND WORKED BY NATIVE STATES. LXIX.—Jodhpore-bickaneer—Jodhpore section.	Bickaneer section.	LXXI.—Bhávnagar-Gondal-Junágad-Porbandar.	LXXIII.—Jámnagar.	TOTAL.	Progressive number.	REMARKS.
114		372	105	31	133 (*i*)	24	156	135 (*j*)	10	41	6	10	15		48 (*n*)	4 (*o*)	1,204		(*a*) Of these, nine carriages are provided with retiring accommodation for females.
215		611	150	58	543	...	318	173	...	84	15	27	45		116	17	2,372		(*b*) Of these, eleven carriages are provided with retiring accommodation for females, and one carriage has fittings for Lushai and Collis' dandies.
6		59	8	15	...	...	...	2	...	...	...	...	...		12	2	104	22	
...		5	...	1	15	...	...	...	...	...	...	...	...		...	...	21		
138		...	...	...	...	...	...	...	...	...	...	...	...		...	...	138		(*c*) Of these, twelve carriages belong to the late Ferozepore steam tramway.
16		24	29	...	2	...	10	7	...	2	...	...	3		4	...	97		
...		...	...	...	...	4	...	...	...	...	...	...	...		...	...	4	23	(*d*) Of these, seventy-eight are bogie carriages.
...		...	...	...	...	...	...	...	...	...	...	...	...		...	...	...		(*e*) Of these, seven are intermediate class and brake vans.
...		98	199	30	...	...	8	...	...	10	...	...	...		...	...	345		(*f*) There is no coaching stock on this railway.
...		...	19	...	70	69	37	...	...	...	...	...	...		...	...	195	24	(*g*) Of these, ten carriages are fitted with closets.
...		...	...	2	...	...	...	...	...	...	...	...	...		...	...	2		(*h*) Of these, twelve are on bogie frames.
...		...	115	29	14	...	3	...	...	...	...	...	...		...	...	161	25	(*i*) Of these, thirty-seven are of Clemenson's pattern and thirty-four are for females.
...		...	17	...	...	...	...	...	...	...	...	...	...		...	...	17	26	(*j*) Two compartments of a third class carriage are reserved for the carriage of mails from Sára Ghát to Kaunia, and nine carriages have female compartments and seven carriages latrine accommodation.
...		274	24	...	...	24	...	...	2	...	5	...	12		...	...	341	27	
...		...	...	...	18	...	5	3	...	...	...	...	...		...	...	26	28	
...		1	...	...	...	...	...	...	...	...	...	...	...		...	...	1	29	(*k*) Of these, four are horse trucks.
...		5	...	...	...	...	8	1	...	...	...	...	...		...	...	14	30	(*l*) Four of these are double.
...		1	...	...	...	...	...	...	...	...	...	...	...		...	...	1	31	(*m*) This is an open carriage on bogie frame.
5		38	9	5	5	...	1	5	...	...	...	...	...		6	...	74	32	(*n*) Of these, twelve carriages have latrine accommodation.
20		82	28	8	30	6	36	(*k*)14	...	5	...	1	(*l*)5		4	1	240	33	(*o*) Of these, two are provided with latrine.
1		(*k*) 31	10	12	81	14	31	10	...	6	...	4	...		...	...	200	34	(*p*) Of these, 1,252 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
...		...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	35	(*q*) Of these, 885 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
...		...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	36	
...		...	...	...	...	...	...	14	...	...	...	2	...		...	...	16	37	(*r*) Including four ambulance wagons.
...		...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	38	(*s*) Of these, four wagons are fitted as construction brake vans, one as a locomotive store van, one as a traffic store van, one as a relief train brake van, one as a relief train van, four as brake vans and Traffic Inspector's carriages, and five wagons are fitted to carry horses.
...		8	...	...	...	...	...	...	...	18	...	6	...		...	...	32	39	
...		...	...	...	...	...	...	...	...	...	...	...	(*m*)1		...	...	1	40	
...		...	...	...	...	...	...	5	...	...	...	...	...		...	...	5	41	
515		1,609	713	191	911	141	613	369	12	166	26	50	81		190	24	5,611		(*t*) Including one hundred and forty steel wagons, of which fifty-eight are fitted with brake compartment.
...		...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	1	(*u*) Including one hundred wagons of the military type and one hundred wagons used for carrying horses.
200		(*t*) 435	75	...	...	...	...	...	...	...	...	...	...		...	...	710	2	(*v*) These are six-wheeled wagons.
...		...	...	...	...	...	500	...	...	...	...	...	...		...	...	500		
1,894		2,047	(*u*) 2,464	400	957	141	(*v*) 50	1,185	...	470	75	50	...		258	40	10,031	3	
362		1,784	204	...	856	400	1,621	676	4	20	...	83	180		...	...	6,190		
2,456		4,266	2,743	400	1,813	541	2,171	1,861	4	490	75	133	180		258	40	17,431		

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.														
		State lines worked by companies.				State lines worked by the State					Lines worked by guaranteed companies.			Line owned by native State and worked by company		Total.
		I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XI.—North Western.	XIII.—Oudh and Rohilkhand.	XIV.—Eastern Bengal.	XV.—Calcutta Port Commissioners'.	XVI.—East Coast.	XVIII.—Great Indian Peninsula.	XIX.—Bombay, Baroda and Central India.	XX.—Madras.	XXXII.—The Nizam's Guaranteed State.		
	GOODS VEHICLES—*concluded.*															
	Brought forward	6,434	430	2,271	1,170	7,435	3,828	1,835	348	943	4,393	2,231	1,431		171	32,920
4	High-sided wagons, bogie — Iron	...	...	...	...	1	...	...	...	...	50	...	...		10	61
	High-sided wagons, bogie — Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...		...
5	High-sided wagons, ordinary — Iron	...	...	...	600	508	...	...	...	101	...	685	(*c*)50		221	2,165
	High-sided wagons, ordinary — Wooden	...	...	...	...	106	6	31	2	...	217	167	809	...		1,338
6	Medium-sided wagons, bogie — Iron	...	...	...	...	...	...	...	...	...	...	...	...	...		...
	Medium-sided wagons, bogie — Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...		...
7	Medium-sided wagons, ordinary — Iron	...	...	765	...	...	...	...	...	...	...	...	...		309	1,074
	Medium-sided wagons, ordinary — Wooden	...	...	...	...	...	...	...	...	...	...	...	...		31	31
8	Low-sided wagons, bogie — Iron	...	...	...	...	242	...	...	...	...	...	...	...	...		242
	Low-sided wagons, bogie — Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...		...
9	Low-sided wagons, ordinary — Iron	1,113	50	210	67	1,689	194	81	5	(*l*)300	1,267	194	...	...		5,170
	Low-sided wagons, ordinary — Wooden	1,417	...	...	...	340	163	48	5	...	1,640	...	194	...		3,807
10	Cotton wagons, covered — Iron	...	...	...	...	...	...	...	...	...	...	...	...	...		...
	Cotton wagons, covered — Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...		...
11	Open wagons for jute	...	12	(*a*)45	...	...	...	...	7	...	...	...	...	...		64
12	Pilot wagons	...	...	...	...	...	...	...	...	...	27	16	...	...		43
13	Dummy wagons	15	...	(*b*)7	...	...	...	5	...	...	...	...	...	...		27
14	Coal or coke wagons	...	...	...	...	...	...	...	...	...	...	...	60	...		60
15	Salt wagons	...	...	...	...	...	...	...	...	...	...	150	...	...		150
16	Cattle wagons	19	...	...	...	25	6	5	...	...	...	...	50	...		105
17	Flat wagons	...	...	...	...	...	...	...	...	...	...	...	...	...		...
18	Accident vans	...	...	...	...	...	...	...	...	...	...	...	...	...		...
19	Platform wagons	23	...	...	...	...	...	...	5	...	...	...	(*m*)3	...		31
20	Coal hoppers	877	...	...	...	...	...	...	...	...	...	...	...	...		877
21	Powder vans	31	...	4	4	47	8	1	...	5	18	6	4	...		128
22	Tools or stores vans	...	...	(*c*) 1	...	1	2	1	...	...	...	...	(*n*)10	...		15
23	Treasure vans	...	...	...	...	...	...	...	...	...	...	...	...	...		...
24	Relief vans	21	2	8	10	...	6	5	...	...	...	...	...	...		52
25	Six-wheeled trucks — Iron	...	...	...	...	...	...	...	...	...	...	101	...	...		101
	Six-wheeled trucks — Wooden	3	...	...	...	...	...	...	...	...	...	1	...	...		4
26	Timber trucks — Iron	...	...	...	...	39	54	...	...	56	34	...	...	...		183
	Timber trucks — Wooden	50	...	16	...	13	58	19	...	...	157	60	...		28	401
27	Ballast wagons	...	...	76	(*g*)150	...	...	...	...	...	...	380	...		59	665
28	Rail trucks	...	...	...	...	272	...	...	...	...	...	...	(*o*)69	...		341
29	Fuel trucks	...	...	...	...	...	...	14	...	...	...	...	70	...		84
30	Bolster trucks — Double	...	...	...	...	...	...	...	..	...	...	...	60	...		60
	Bolster trucks — Single	...	...	...	50	...	...	12	...	...	...	...	115	...		177
31	Travelling oil tanks	28	...	(*d*)10	...	29	4	10	...	8	5	10	(*c*)12	...		116
32	Travelling water tanks	...	...	...	8	42	1	1	...	...	...	15	4		3	74
33	Travelling gas holders	3	...	...	...	...	...	...	...	...	8	...	3	...		14
34	Travelling cranes	20	1	(*e*)8	9	48	12	(*j*)5	...	...	47	...	(*p*)7		2	159
35	Accident cranes	...	...	...	...	...	4	...	...	5	...	4	...		3	16
36	Brake vans	341	...	(*f*)100	(*h*)76	...	147	(*k*) 57	...	31	...	66	(*q*)178		41	1,037
37	Miscellaneous	...	...	...	...	(*i*) 1	...	1	...	...	...	207	1	...		210
	TOTAL GOODS VEHICLES	10,395	495	3,521	2,144	10,838	4,493	2,131	372	1,449	7,863	4,293	3,130		878	52,002

I—*concluded.*

and metre gauge railways on the 31st December 1897.

METRE GAUGE.																		
STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.			TOTAL.	Progressive number.	REMARKS.
XXXIX.—{Bengal and North-Western—Tirhoot section. Company's section.	XLI.—Rajputana-Malwa.	XLIII.—Southern Mahratta.	XLV.—Mysore section (Southern Mahratta).	XLVI.—South Indian.	XLVIII.—Assam-Bengal.	XLIX.—Burma.	L.—Eastern Bengal—Northern, Behar and Dacca sections.	LIII.—Deoghur.	LIV.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LV.—Bengal Dooars.	LVI.—Dibru-Sadiya.	LXIX.—{Jodhpore-Bickaneer—Jodhpore section. Bickaneer section.	LXXI.—Bhávnagar-Gondal-Junágad-Porbandar.	LXXIII.—Jámnagar.			
2,456	4,266	2,743	400	1,813	541	2,171	1,861	4	490	75	133	180	258	40	17,431		(*a*) Of these, ten are bamboo wagons.
...	...	72	..	...	...	...	...	...	...	...	...	...	...	...	72	4	(*b*) Of these, four are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	170	400	...	...	...	...	...	...	...	...	...	...	570	5	(*c*) These are six-wheeled wagons.
...	134	...	...	413	75	60	...	...	...	...	544	...	...	...	1,226		(*d*) Of these, six are cylindrical wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	
...	...	... (*r*)	...	...	...	...	...	...	...	...	...	...	...	...	...		(*e*) Of these, seven are six-wheeled wagons.
...	150	140	...	313	...	...	...	...	...	...	...	...	...	...	603	7	(*f*) Of these, sixty-five are six-wheeled vans.
...	...	...	...	154	...	310	...	4	...	...	...	...	...	...	468		
28	1,180	...	...	20	...	75	...	...	...	...	...	...	20	...	1,323	8	(*g*) Including ten construction ballast wagons, awaiting disposal.
...	...	...	...	...	...	...	...	...	86	...	...	...	...	...	86		
210	291	326	73	...	...	166	20	...	...	31	...	...	197	...	1,314	9	(*h*) Including ten incline and four construction brake vans, awaiting disposal.
171	822	159	1	...	300	231	152	...	...	...	70	40	309	60	2,315		(*i*) These are bogie wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	(*j*) These are six-wheeled.
...	...	...	...	63	...	...	...	...	...	...	...	...	...	...	63		
...	...	...	...	...	...	...	38	...	...	...	...	...	...	...	38	11	(*k*) Of these, sixteen are six-wheeled vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	(*l*) Of these, forty-four are fitted with low bolsters and thirteen with high bolsters to carry rails and seventeen are fitted with wooden floors.
...	...	...	...	...	...	19	10	...	...	...	...	...	...	...	29	13	
...	...	350	...	...	...	...	...	...	...	...	...	...	...	...	350	14	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	(*m*) Of these, one is an eight-wheeled wagon.
...	...	25	3	6	1	131	...	...	...	...	...	...	6	...	172	16	(*n*) These also serve the purposes of accident vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	
...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	15	18	(*o*) Of these, fifty are six-wheeled.
2	...	...	..	4	...	...	5	...	...	...	...	...	...	...	11	19	(*p*) Of these, three are six-wheeled.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	(*q*) Of these, twenty are six-wheeled.
1	35	11	2	7	3	9	2	...	2	...	1	...	2	...	75	21	(*r*) Including seventeen wagons fitted with stanchions and chains.
2	1	...	...	...	...	...	1	...	...	...	...	...	3	...	7	22	(*s*) Of these, two are six-wheeled vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	
7	...	(*s*)10	3	...	3	9	5	...	1	...	...	...	...	...	38	24	(*t*) Of these, fourteen are guard wagons to travelling cranes and eight are six-wheeled cranes.
...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	2	25	
...	...	...	...	15	...	...	1	...	...	...	...	...	...	...	16		(*u*) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.
123	8	38	37 (*u*)	(*t*)18	...	...	25	...	76	...	...	...	16	...	341	26	
32	71	36	...	33	(*t*)60	...	58	...	...	...	50	...	...	...	340		
...	...	...	...	...	...	...	...	...	...	...	...	...	74	...	74	27	(*v*) Of these, one is a guard wagon to travelling cranes.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	(*w*) Of these, fifty-five are bogie, and one hundred and two six-wheeled trucks.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	
...	...	...	...	...	...	(*w*)157	...	...	...	...	...	...	...	...	157	30	(*x*) Three of these are six-wheeled wagons.
...	...	(*s*)55	...	...	100	150	16	...	...	...	...	...	...	...	321		(*y*) Three of these are tenders to relief vans.
...	8	6	...	8	...	...	...	...	...	...	...	...	...	...	22	31	
...	...	7	...	17	...	(*c*)6	...	...	...	...	...	...	1	...	31	32	(*z*) These are road vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	
17	29	(*t*)29	(*v*)6	3	9	19	(*x*)10	...	6	1	1	...	(*c*)2	...	132	34	
...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	4	35	
97	...	6	2	52	10	136	57	...	9	...	14	...	37	4	424	36	
...	...	...	...	...	...	...	(*y*)4	...	...	...	...	...	(*z*)7	...	11	37	
3,146	7,010	4,015	697	3,339	1,102	3,649	2,265	8	674	107	813	220	932	104	28,081		

APPENDIX J.

This Indenture, made the 19th day of March 1890, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE DELHI-UMBALLA-KALKA RAILWAY COMPANY, LIMITED, of the other part (being supplemental to an Indenture*, made between the same parties on and bearing date the 12th day of February 1889, hereinafter called the principal Indenture), WITNESSETH and it is hereby agreed and declared as follows:—

1. The Secretary of State hereby sanctions the borrowing by the Company of the sum of £300,000 on debenture bearing interest at 4 per cent. per annum, and redeemable at such date, not being later than the 31st day of December 1916, as the Company may determine.

2. Of the said sum of £300,000 the Company shall be at liberty to issue debentures to the amount of £200,000 immediately, but the balance of £100,000 shall not be issued before the commencement of the year 1891, and it shall be lawful for the Company, without any further sanction on behalf of the Secretary of State, to issue the whole or part only of such balance and in one or more issues if the Company shall deem it expedient to do so.

3. The said debentures may be issued on such terms and conditions and may be secured in such manner as the Company may determine. PROVIDED ALWAYS, that it shall not be competent in the Company under or by virtue of these presents to vary or affect any of the provisions of the principal Indenture otherwise than is by these presents expressly agreed.

4. In case the Secretary of State shall become entitled to and shall determine the principal Indenture by notice of determination under the provisions of clause 2 of the 42nd section thereof, the Secretary of State agrees with the Company that the amount paayble by the Secretary of State to the Company under the 44th section thereof as the fair value of the railway and works shall in no case be less than the full equivalent of all sums at the date of such determination owing by the Company for principal and interest in respect of the debenture loan of the Company hereby sanctioned.

5. These presents shall be read and construed as part of the principal Indenture.*

* Printed as Appendix J to Part II of the Administration Report on Indian Railways for 1888-89.

APPENDIX K.

This Indenture, made the 4th day of July 1895 (BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA) (hereinafter called the Secretary of State) of the one part, and (THE ASSAM-BENGAL RAILWAY COMPANY, LIMITED) (hereinafter called the Company) of the other part, and supplemental to an Indenture* dated the 26th day of April 1892, and made between the parties hereto (hereinafter referred to as the principal contract), being a contract for the construction, maintenance, management, and working of the Assam-Bengal Railway.

WHEREAS by clause 43 of the principal contract it was amongst other things agreed that whenever the moneys supplied to the Company in London and in India for expenditure on the projected railway other than as therein mentioned should exceed the equivalent in rupees of the sum of 1,500,000*l.*, and further moneys should be required for completing and equipping the projected railway or for any other purposes sanctioned by the Secretary of State and chargeable to account of capital, the Secretary of State should at his option either contribute them or enable the Company to raise them by the issue of debentures, in such manner, with such guarantee by the Secretary of State and generally on such terms as should be agreed upon between the Secretary of State and the Company.

AND WHEREAS further moneys being required for completing and equipping the projected railway, the Secretary of State has authorised the Company to raise the same by the issue of debentures, in such form as is contained in the Schedule hereto, for the nominal amount of 500,000*l.*, to run for the term of seven years from the date of such debentures, or for such longer period as may be agreed upon as therein mentioned, bearing interest at 3 per cent. per annum, the principal and interest being guaranteed by the Secretary of State to the Company as hereinafter appearing.

AND WHEREAS it is desirable to make provision to secure the application of any sums to be paid by the Secretary of State under his guarantee in satisfaction of the interest or principal, as the case may be, due upon such debentures.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:—

1. The Secretary of State will, as often as and when the half-yearly or other interest payable in respect of the said debentures so to be issued as aforesaid, or in respect of any portion of the said debentures respectively, shall become due, pay in London in sterling out of the revenues of India to the Company the aggregate amount of such interest as a fund to meet and provide for the payment of such interest to the persons entitled thereto; and will, on the respective days on which the principal moneys secured by such debentures shall be thereby or in pursuance thereof respectively appointed to be paid, and so as duly to provide for the payment of such principal moneys to the persons entitled thereto when respectively due, pay in London in sterling out of the revenues of India to the Company the amount of the principal sums payable on such respective days; and the moneys so to be paid to the Company under this clause shall be paid to and received by it as trustee for the respective bearers for the time being of the said debentures, and shall be placed by the Company in the Lloyds Bank, Limited, or some other bank to be hereafter agreed upon, to an account to be called "the Assam-Bengal Railway Debenture Account," and shall be applied in the respective payments of such interest and principal accordingly and to no other purpose.

SCHEDULE.

No._____ Value. £_____

THE ASSAM-BENGAL RAILWAY COMPANY, LIMITED.

THREE PER CENT. (3 %) DEBENTURE.

Issue of 500,000*l.* Three per cent. Debentures, divided into Debentures as follows:—

Debentures, Nos.	1	to	both inclusive, of 5,000*l* each.
Debentures, Nos.		to	both inclusive, of 1,000*l* each.
Debentures, Nos.		to	both inclusive, of 500*l*. each.
Debentures, Nos.		to	both inclusive, of 100*l*. each.

* Printed as Appendix J to Part II of the Administration Report on Indian Railways for 1892-93.

The Assam-Bengal Railway Company, Limited, hereby binds itself and its assigns to the bearer of this Debenture to pay the principal sum of_____pounds upon the_____day of_____1902 (or on any such later date as may be agreed on between the bearer hereof and the Company, such agreement to be evidenced by a memorandum to be endorsed hereon and signed on behalf of the Company by two Directors and the Secretary of the Company for the time being, and by one of the Under Secretaries of State for India or by the Assistant Under Secretary of State for India), on presentation and delivery up of this Debenture to Lloyds Bank, Limited, of No. 72, Lombard Street, London, E. C., or other the bankers for the time being of the Company, and in the meanwhile and until the said_____day of_____1902, or such later date agreed on as aforesaid, on which day for payment interest will cease to run, to pay interest half-yearly on the said principal sum at the rate of three pounds per centum per annum, on the_____day of_____and the_____day of _____in each year, as expressed in the annexed coupons, on presentation and delivery up to the said bankers of the said coupons, respectively.

This Debenture is issued subject to the conditions endorsed hereon.

Dated this_____day of_____1895.

_____ } Directors.
_____

_____Secretary.

Payment to the Company of the principal and interest payable by it in accordance with the provisions of this Debenture, is guaranteed by the Secretary of State for India in Council out of the Revenues of India, under and by virtue and on the terms of and in manner appearing by an Agreement dated 1895 between the Secretary of State and the Company.

_____
Under Secretary of State for India.

CONDITIONS.

1 The bearer of this Debenture will be entitled to the principal and interest moneys hereby secured, free from any equities between the Company and the original or any intermediate holder hereof.

2. Payment to the bearer hereof of the principal sum hereby secured, and payment of any instalment of interest to the bearer of the coupon relating thereto, shall in each case effectually discharge the Company from all liability in respect of the money so paid, and the Company shall not be affected by notice of any claim thereto by any person other than the person to whom payment is hereby authorised.

3. Annexed to this Debenture are fourteen coupons, each providing for the payment of a half-year's interest, and such interest will be payable only on presentation of the coupon referring thereto, in accordance with the provisions of this Debenture.

THE ASSAM-BENGAL RAILWAY COMPANY, LIMITED.

3% DEBENTURE No.

Seventh coupon for a half-year's interest payable at Lloyds Bank, Limited, or other the Bankers for the time being of the Company, subject to the provisions of the Debenture and the conditions endorsed thereon.	No. Due £ Less Income Tax. *Secretary.*

APPENDIX L.

This Indenture, made the 26th day of February 1896, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE EAST INDIAN RAILWAY COMPANY (hereinafter called "the Company") of the other part, and supplemental to an Indenture,* dated the 22nd day of December 1879, and made between the Secretary of State of the one part and the Company of the other part (hereinafter referred to as the principal contract), being a contract as to the maintenance, management, and working of the East Indian Railway, and the constructing, maintenance, and working of auxiliary or branch lines.

WHEREAS by section 4 of the East Indian Railway Company's Act, 1895, it is provided that the Company may, with the sanction of the Secretary of State, borrow or raise money for the general purposes of the undertaking, as defined in that Act, by the creation and issue of debentures, with the guarantee of the Secretary of State, for such amount and bearing such rate of interest and subject to such terms and conditions as may be approved by the Secretary of State.

AND WHEREAS moneys being required for the general purposes of the undertaking, as defined in the said Act, the Company has, with the approval of the Secretary of State, raised the sum of 149,250*l.* by the issue of debentures, in the form set out in the schedule hereto, for the nominal amount of 150,000*l.*, to run for a term of seven years from the 27th day of July 1895 or for such longer period as may be agreed upon as therein mentioned, and bearing interest at 2½ per cent. per annum, the principal and interest of such debentures being guaranteed by the Secretary of State to the Company as hereinafter appearing.

AND WHEREAS the said sum of 149,250*l.* has been paid into the Bank of England to the credit of the Secretary of State, to be drawn out and applied by the Company as if it had been capital advanced by the Secretary of State for the purposes of the undertaking.

AND WHEREAS the Secretary of State may from time to time hereafter authorise the Company to raise further moneys for the general purposes of the undertaking by the issue of debentures.

AND WHEREAS it is desirable that the provisions hereinafter contained should be applicable to the said debentures for 150,000*l.* so issued as aforesaid, and also to any further issue of debentures by the Company with the sanction of the Secretary of State.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:—

1. The moneys to be raised by the Company by debentures to be hereafter issued with the sanction of the Secretary of State shall when raised be forthwith paid into the Bank of England to the credit of the Secretary of State, and may be drawn and applied by the Company as if it had been capital advanced by the Secretary of State for the purposes of the undertaking; but no such debentures shall be issued except subject to such regulations and upon such terms and conditions and in such form as may be approved by the Secretary of State.

2. The equivalent in rupee currency, converted at the rate mentioned in the principal contract for the current half-year, of the said sum of 149,250*l.* so paid into the Bank of England as aforesaid, and of any moneys to be raised by debentures to be hereafter issued as aforesaid, shall be placed to the credit of the Capital Account mentioned in the pricipal contract.

3. The Secretary of State will, as often as and when the half-yearly or other interest payable in respect of the said debentures so issued or to be hereafter issued as aforesaid or in respect of any portion of the said debentures respectively shall become due, pay in London in sterling out of the revenues of India to the Company the aggregate amount of such interest as a fund to meet and provide for the payment of such interest to the persons entitled thereto, and will, on the respective days on which the principal moneys secured by such debentures shall be thereby, or in pursuance thereof, respectively appointed to be paid, and so as duly to provide for the payment of such principal moneys to the persons entitled thereto when respectively due, pay in London in sterling out of the revenues of India to the Company the amount of the principal sums payable on such respective days; and the moneys so to be paid to the Company under this clause shall be paid to and received by it as trustee for the respective bearers for the time being of the said debentures, and placed by the Company in the Bank of England, or some other bank to be agreed upon, to an account to be called "the East Indian Railway Company's Debenture Account," and shall be applied in the respective payments of such

* Printed as Appendix B to Part II of the Administration Report on Indian Railways for 1880-81.

interest and principal accordingly, and to no other purpose. Provided always, that the Secretary of State shall not be bound to pay any principal or interest purported to be secured by any of the said debentures so issued or to be hereafter issued as aforesaid in any case in which moneys shall have been advanced to the Company by any person or persons on the security of a debenture, but such person or persons shall have permitted the debenture to remain in the possession of the Company and shall not have claimed and actually taken up the same. In any such case the moneys so advanced to the Company shall be carried to the account of "capital not bearing interest," and in case any interest shall have been paid by the Secretary of State to the Company on or in respect of such debenture the interest so paid shall be repaid to the Secretary of State. Provided also, that in every case in which a debenture shall have been taken up, and the holder thereof shall not within 12 calendar months after the principal moneys secured thereon shall have become payable, have applied for the payment of such moneys, then such moneys shall be carried to the account of the Secretary of State, and in every case in which any interest secured by a like debenture shall be unclaimed for 12 calendar months after the same shall have become due, such interest shall also be carried to the account of the Secretary of State. And the Secretary of State hereby undertakes to indemnify and hold harmless the Company against all claims made in respect of principal secured by any debenture or interest in respect thereof after the money advanced thereon shall have been so carried to the account of "capital not bearing interest," and in respect of interest which shall have been so repaid by the Company to the Secretary of State, and also against all claims in respect of principal or interest on debentures which shall have been taken up, but which shall have been so carried to the account of the Secretary of State as being unclaimed within 12 calendar months of the due date of payment, and generally against all liability incurred or to be incurred by the Company by reason of their acting on the foregoing provisoes.

4. Any interest paid by the Secretary of State to the Company under the preceding clause shall be a charge on the net receipts of the undertaking, and clause 36 of the principal contract shall accordingly be read and acted on as if immediately after sub-clause 6 there had been inserted the following sub-clause :—

"6 (*a*). In repayment to the Secretary of State of the amount of interest paid by him to the Company in respect of any debentures issued, or to be hereafter issued, with the sanction of the Secretary of State."

5. All principal moneys paid by the Secretary of State to the Company under the provisions of clause 3 of these presents shall be deemed and taken to be "moneys advanced by the Secretary of State for the purpose of carrying out works chargeable to capital" under clause 28 of the principal contract.

SCHEDULE.

EAST INDIAN RAILWAY COMPANY,

NICHOLAS LANE, LONDON, E.C.

2½ PER CENT. DEBENTURE, No. . £ .

NUMERICAL REGISTER, No. .

WHEREAS the East Indian Railway Company, hereinafter called "the Company," is indebted to in the sum of pounds to them in hand paid by him.

NOW THESE PRESENTS WITNESS that in consideration of the premises the Company hereby undertakes to pay unto the said or to his executors, administrators, or assigns, or to the holder for the time being of this Debenture Bond, the principal sum of pounds on the or on any such later date as may be agreed on between such holder and two of the Directors of the Company on behalf of the Company, with the sanction of the Secretary of State for India, such agreement to be evidenced by a memorandum to be endorsed hereon, and signed by two Directors of the Company, and by one of the Under Secretaries of State for India, or by the Assistant Under Secretary of State for India, on presentation of this Debenture Bond at the Public Drawing Office of the Bank of England, and in the meanwhile and until the said (from which date interest will cease to run) to pay interest thereon half-yearly on the said principal sum at the rate of 2*l.* 10*s.* per centum per annum on the and the in each year as expressed in the annexed coupon on presentation only at the said Public Drawing Office of the Bank of England of the said coupons respectively. Provided also, that the payment of the said sum of pounds, or other the amount due upon this Debenture

Bond to the person presenting the same shall be a good and sufficient discharge to the Company from any claim or demand in respect thereof.

Given under the common seal of the East Indian Railway Company this
18 .

Payment to the Company of the principal and interest payable by it in accordance with the provisions of this debenture is guaranteed by the Secretary of State for India in Council out of the revenues of India.

_____ { Under Secretary of State for India.

We, the undersigned, being two of the Directors of the Company, specially authorised and appointed for this purpose, and I, the undersigned Registered Officer of the Company, do hereby declare (each for himself) that the above Bond is issued under the borrowing powers of the Company as registered on the 14th day of August 1895, and is not in excess of the amount then stated as authorised to be borrowed.

London.

_____ } Directors,

_____ { Accountant and Registered Officer.

FORM OF COUPON.

EAST INDIAN RAILWAY COMPANY DEBENTURE COUPON.

London_____

To the Chief Cashier of the Bank of England.

Pay to No. or bearer

£	„	„
Less income tax	„	„
£	„	„

_____ Secretary.

APPENDIX M.

This Indenture, made the 21st day of July 1896, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE EAST INDIAN RAILWAY COMPANY (hereinafter called "the Company") of the other part, and *Supplemental* to an Indenture,* dated the 24th day of January 1889, and made between the Secretary of State of the one part and the Company of the other part, which is hereinafter referred to as "the principal working Contract".

WHEREAS a Company with power to construct the said railway and works in the principal working Contract defined was duly registered in England shortly after the execution of the principal working Contract under the title of the Delhi-Umballa-Kalka Railway Company, Limited, and a Contract for the construction by such last-mentioned Company of the said railway and works was entered into between the Secretary of State and such last-mentioned Company on the 12th day of February 1889.

AND WHEREAS the said railway and works have been duly completed and handed over to the Company, and the said railway is now being worked by the Company upon and under the terms and conditions in the principal working Contract contained.

AND WHEREAS upon the handing over of the said railway and works the Delhi-Umballa-Kalka Railway Company, with the approval of the Secretary of State, also handed over to the Company stores and ballast for use on the said railway and works of the agreed value of ₹1,18,720-2-3 upon the terms that the same were to be paid for as they were used by the Company upon the said railway and works, and a part of such stores and ballast has been used and paid for, but a part thereof has not been so used and paid for, the price of which last-mentioned part is hereinafter called the balance of price of stores.

AND WHEREAS, in accordance with clauses 1 and 3 of the principal working Contract, the Secretary of State has provided for the construction by the Company of additional works and conveniences at the Delhi Station of the Company the sum of ₹58,347.

AND WHEREAS it has been agreed between the parties hereto that the balance of price of stores shall be forthwith credited to the Secretary of State by the Company and be applied by the Company in manner hereinafter mentioned, and that the said sum of ₹58,347 shall be refunded to the Secretary of State, and it has been also agreed that the terms of the principal working Contract with reference to the providing of funds for alterations, additions, and improvements to the said railway and works, and which are contained in clauses 3, 7, 8 and 26 of the principal working Contract (hereinafter called new works), and otherwise, shall be modified in manner hereinafter appearing, and that the Company shall be liable to pay such maintenance charges with respect to the structures and sidings at Umballa Station as are hereinafter mentioned.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

1. These presents shall be read and construed as part of the principal working Contract.

Whenever it is hereinafter declared that the Company shall provide moneys to meet expenditure on new works it is to be understood that such moneys shall be advanced by the Secretary of State to the Company, to the credit of the undertaking, under the general conditions as to payment of interest thereon and otherwise that apply to the advance of funds for like purposes on account of the undertaking, except that interest shall be payable at the rate of 3½ per cent. per annum, and a separate account shall be kept of all such advances and of the interest accruing thereon and of the expenditure of the same.

2. All expenditure on petty new works, that is to say, on new works not exceeding in cost ₹1,000, shall be defrayed by the Company out of the share of the gross receipts derived from the working of the said railway and works which is to be paid over to the Company by the Secretary of State for working, managing, and maintaining the said railway and works in accordance with the provisions of the principal working Contract. For the purposes of this clause each petty new work is to be dealt with separately and treated as a separate work.

3. The Company shall provide the moneys requisite for carrying out all new works at the Delhi Station of the Company's railway. Interest only on such expenditure shall be payable as hereinafter provided by the Secretary of State.

4. The balance of price of stores shall forthwith be credited to the Secretary of State, and shall be the primary fund for meeting expenditure on the Delhi-Umballa-Kalka Railway in respect of all new works, other than petty works as defined in clause 2, outside the limits of the Delhi Station of the Company's railway, and of the Umballa Cantonment

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* Printed as Appendix H to Part II of the Administration Report on Indian Railways for 1888-89.

Station of the North Western State Railway, and shall be expended by the Company as money is required for that purpose.

5. After the fund mentioned in the last clause shall be exhausted the moneys requisite for all such new works in that clause mentioned shall be provided in the first instance by the Company and shall be repaid by the Secretary of State as hereinafter provided.

6. Expenditure on new works other than petty works required for the purposes of the said railway may be incurred by the Company to any extent not exceeding in the aggregate ₹10,000 in any half-year, subject to the rules regulating such expenditure on the undertaking.

The above-mentioned limit of ₹10,000 per half-year may, if it shall be found expedient, be altered hereafter by agreement between the Secretary of State and the Company.

7. The Secretary of State shall pay interest to the Company on all money provided by the Company for expenditure under clauses 3 and 5 of the presents at the rate of 3½ per cent. per annum, and such interest shall (subject to the proviso hereinafter contained) be paid over to the Company half-yearly at Calcutta to the credit of the undertaking. Provided always that if for any half-year the gross receipts shall not be sufficient to make the share of such gross receipts payable to the Delhi-Umballa-Kalka Railway Company, amount after deducting such interest therefrom, to ₹3,25,000, no such payment of interest to the Company shall be made as to reduce the said last-mentioned share after the amount of such payment shall have been deducted therefrom to less than ₹3,25,000; but the amount of interest not so paid shall be treated as a debt due from the Secretary of State and carried forward to the succeeding half-yearly account or accounts, and the liability of the Secretary of State to discharge such arrears of interest out of his share of the gross receipts for any half-year in which the gross receipts shall be sufficient to make the share thereof payable to the Delhi-Umballa-Kalka Railway Company amount after deducting therefrom interest and arrears of interest to ₹3,25,000 shall be accumulative.

8. The said sum of ₹58,347 to be refunded to the Secretary of State for works at Delhi Station shall forthwith be provided by the Company and paid to the Secretary of State who shall pay interest thereon to the Company as from the date when the same shall be so paid at the rate and in the manner mentioned in clause 7, but subject to the proviso therein contained.

9. When the sums expended by the Company from the moneys provided by them under clause 5 shall have reached the aggregate sum of ₹2,00,000, the Secretary of State shall, upon receiving notice in writing to that effect from the Company, take measures for raising the amount necessary for repayment of the same, and shall refund to the Company in Calcutta to the credit of the undertaking the amount so expended by the Company with interest down to the date of such repayment.

10. If the Secretary of State shall enter into any agreement with the Delhi-Umballa-Kalka Railway Company under which the moneys requisite for carrying out new works at the Umballa Cantonment Station or elsewhere within the limits of the North Western State Railway are to be provided by the Secretary of State under conditions similar to those contained in clauses 3 and 5 hereof in the case of such works carried out by the Company at the Delhi Station, in such case all interest becoming payable upon moneys so expended shall be paid in the first instance to the Secretary of State by the Company, and shall be deducted by the Company from the share of gross receipts retained by the Secretary of State under clause 21 of the principal working Contract.

11. If a similar agreement shall be entered into with the Bombay, Baroda and Central India Railway Company for the provision by that Company of the moneys requisite for carrying out new works within the limits of the Rajputana-Malwa Railway on terms similar to those in the last clause mentioned, the Secretary of State will cause the necessary agreements to be entered into for the payment of interest upon such moneys in the first instance by the Company, and its deduction from the said share of gross receipts as in the last clause mentioned.

12 The Company shall, as from the 1st day of March 1892, pay the following maintenance charges in respect of the station buildings and sidings at the Umballa Cantonment Station of the North Western State Railway and within the limits of the Rajputana-Malwa Railway at or near Delhi respectively; that is to say, for any buildings and sidings which are used exclusively for working the Delhi-Umballa-Kalka Railway a yearly sum equal to 2 per cent. per annum on the cost of such buildings, and 4½ per cent. per annum on the cost of such sidings as respectively appearing in the books of the North Western State Railway or the Bombay, Baroda and Central India Railway, as the case may be; and for any buildings and sidings which are used jointly by the North Western State Railway or the Bombay, Baroda and Central India Railway Company and by the Company in working the Delhi-Umballa-Kalka Railway a proportionate share of such charges, according to the extent to which such structures and sidings are used for the said railways respectively. Such proportionate share payable by the Company shall be agreed upon between the Company and the North Western State Railway or the Bombay, Baroda and Central India Railway Company, as the case may be, and in default of agreement shall be determined by the Director General of Railways in India. The said maintenance charges

shall be deducted half-yearly from the share of the gross receipts of the said railway and works to be paid over to the Company under the provisions of the principal working Contract and paid to the Secretary of State on account of the said North Western State and Bombay, Baroda and Central India Railways.

13. If any new works are of such a nature that they can be carried out by the staff employed in maintaining the said railway and works no percentage for establishment charges shall be added to the cost of such works; and if the works shall necessitate the employment of additional staff the actual cost of such staff only shall be charged by the Company.

APPENDIX N.

This Indenture, made the 24th day of July 1896, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "The Secretary of State") of the one part, and THE DELHI-UMBALLA-KALKA RAILWAY COMPANY, LIMITED (hereinafter called "The Company") of the other part, and *supplemental* to an Indenture* dated the 12th day of February 1889, and made between the Secretary of State of the one part and the Company of the other part (which is hereinafter referred to as "The Principal Contract"), and *also* to another Indenture† dated the 19th day of March 1890, and made between the same parties, by which the terms of the principal Contract were supplemented and modified.

WHEREAS in accordance with the provisions of the principal Contract, the railway as therein defined has been constructed by the Company and handed over to the Secretary of State, and is now being worked on behalf of the Secretary of State by the East Indian Railway Company as the working agency.

AND WHEREAS upon the handing over of the said railway the Company also handed over to the Secretary of State, or to the working agency with his approval, stores and ballast for use on the said railway of the agreed value of ₹1,18,720-2-3 upon the terms that the same were to be paid for as they were used upon the said railway, and a part of such stores and ballast has been used and paid for, but a part thereof has not been so used and paid for, the price of which last-mentioned part is hereinafter called the balance of price of stores.

AND WHEREAS, in accordance with clause 5 of the principal Contract, the Company have provided for the construction of additional works and conveniences at the Delhi Station of the East Indian Railway the sum of ₹58,347, and at the Umballa Cantonment Station of the North Western State Railway in like manner the sum of ₹1,36,981, making together the sum of ₹1,95,328.

AND WHEREAS it has been agreed between the parties hereto that the balance of price of stores shall be forthwith credited to the Company by the Secretary of State and be applied by him or by the working agency in manner hereinafter appearing, and that the said sum of ₹1,95,328 shall be refunded to the Company, and it has been also agreed that the terms of the principal Contract with reference to the providing of funds for alterations, additions, and improvements under clauses 5 and 22 of the principal Contract (hereinafter called new works), and otherwise, shall be modified in manner hereinafter appearing.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

1. These presents shall be read and construed as part of the principal Contract.

2. All expenditure on petty new works, that is to say, on new works not exceeding in cost ₹1,000, shall be defrayed by the Secretary of State out of the share of the gross receipts derived from the working of the said railway which is to be retained by him for working and managing the said railway, and the concurrence of the Company in such expenditure shall not be required. For the purposes of this clause each such petty work shall be dealt with separately and treated as a separate work.

3. The Secretary of State shall provide the moneys requisite for all new works hereafter to be carried out at the Delhi Station of the East Indian Railway, and at the Umballa Cantonment Station of the North Western State Railway. Interest only on such expenditure shall be payable as hereinafter provided by the Company.

4. The balance of price of stores shall forthwith be credited to the Company by the Secretary of State, and shall be the primary fund for meeting expenditure on the Company's railway in respect of all new works, other than petty works as defined by clause 2, outside the limits of the Delhi Station of the East Indian Railway, and of the Umballa Cantonment Station of the North Western State Railway, and shall be expended by the Secretary of State or by the working agency on his behalf as money is required for that purpose.

5. After the fund mentioned in the last clause shall be exhausted the moneys requisite for all such new works as in that clause mentioned shall be provided in the first instance by the Secretary of State, and shall be debited to the capital account of the Company, and shall from time to time be repaid by the Company in cash or as hereinafter provided, at the option of the Company.

6. Expenditure in respect of new works other than petty works required on the said railway may be incurred by the Secretary of State, or by the working agency on his behalf without the concurrence of the Company, to an extent not exceeding in the aggregate ₹10,000 in any half-year.

* Printed as Appendix J to Part II of the Administration Report on Indian Railways for 1888-89.
† *Vide* Appendix J to this Report.

The above-mentioned limit of ₹10,000 per half-year may, if it shall be found expedient, be altered hereafter by agreement between the Secretary of State and the Company.

7. The Company shall pay interest to the Secretary of State on all moneys provided by the Secretary of State, and not repaid, for expenditure under clauses 3 and 5 of these presents at the rate of 3½ per cent. per annum, and such interest shall, subject to the proviso hereinafter contained, be deducted half-yearly from the share of the gross receipts of the said railway payable to the Company under clause 20 of the principal Contract. Provided always, that if for any half-year the share of such gross receipts payable to the Company would not amount after such deduction of interest, to ₹3,25,000, no such deduction shall be made as to reduce the said share to less than ₹3,25,000, but the amount of interest not deducted shall be treated as a debt due from the Company, and be carried forward to the succeeding half-yearly account or accounts, and the liability of the Company to discharge such arrears of interest out of the share of the gross receipts payable to the Company for any half-year in which such share shall amount, after deduction of interest and arrears of interest, to ₹3,25,000 shall be cumulative. Provided further, that no such deduction shall be taken into calculation in ascertaining the yearly profit of the Company under clause 43 of the principal Contract.

8. The said sum of ₹1,95,328 already provided by the Company for works at the Delhi and Umballa Stations, respectively, shall forthwith be refunded by the Secretary of State to the Company, who shall pay interest thereon to the Secretary of State as from the date when the same shall be refunded at the rate of 3½ per cent. per annum in the manner mentioned in clause 7, but subject to the proviso therein contained.

9. When the sums provided by the Secretary of State under clause 5 shall have reached the aggregate sum of ₹2,00,000, the Secretary of State shall be at liberty to call upon the Company by notice in writing to repay the same, and upon receipt of such notice the Company shall forthwith proceed to raise the amount necessary for such repayment by the issue of debentures, to the issue of which the Secretary of State will give his sanction as required by the principal Contract, and shall pay the amount due to the Secretary of State, or as he shall direct. If the Company shall within twelve months from the receipt of such notice in writing by the Secretary of State as aforesaid fail to repay the amount named in such notice, the Company shall from and after the expiration of such twelve months pay to the Secretary of State interest at the rate of 4 per cent. per annum on all sums provided by him under clauses 3 and 4 of these presents then remaining unpaid until the same shall have been actually repaid. The Secretary of State shall be at liberty to deduct the amount of any sums provided by him as aforesaid, and which shall not have been repaid, together with interest thereon under the provision hereinbefore contained, from any sums payable to the Company on the expiration or determination of the principal Contract in accordance with the provisions therein contained.

10. If any new works are of such a nature that they can be carried out by the staff employed in maintaining the said railway, or in the case of the Umballa Cantonment Station by the staff employed in maintaining the North Western State Railway, no percentage for establishment charges shall be added to the cost of such works; and if the work shall necessitate the employment of additional staff the actual cost of such staff only shall be charged against the Company.

APPENDIX O.

This Indenture, made the Thirty-first day of October One thousand eight hundred and ninety-six between the SECRETARY OF STATE FOR INDIA IN COUNCIL of the one part and the SEGOWLIE-RAKSAUL BRANCH RAILWAY COMPANY, LIMITED, of the other part,

WITNESSETH, and it is hereby agreed and declared as follows:—

Interpretations of Terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State for India in Council.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this contract, together with the appurtenances thereof.

The expression "the working agency" means the Bengal and North-Western Railway or any State or other agency by which the said railway may for the time being be worked under the provision in that behalf hereinafter contained.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the working agency which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the railway of the working agency, and tolls on bridges and other sources of income which are treated as revenue on Indian railways generally.

The expression "net earnings" has the meaning attributed to it in clause 24 hereof.

The expression "months" means calender months.

Duration of contract.

2. This contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, construct, complete and make ready and fit for opening for public traffic throughout by or before the 31st day of March One thousand eight hundred and ninety-eight on a route to be selected and determined by the Secretary of State a branch railway from Segowlie, a station on the Tirhoot (State) Railway, to Raksaul on the Nepal frontier, a distance of about 18 miles, with all such stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works as shall be necessary or proper for the purposes of the said railway either as regards the due working of the same, or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest or otherwise.

4. The Secretary of State shall from time to time provide free of cost to the Company such land as he shall consider requisite for the construction of the said railway and for the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, and shall allow the Company, or the working agency for the time being, to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time with the sanction of the Secretary of State as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State, it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto; and if so the grounds of its objection. If no objection is stated by the Company or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The said railway shall be a single line of the metre gauge, and shall as regards permanent way, station accommodation, and general structural character, be equal in all respects to the standard of the Bengal and North-Western Railway, except that the steel rails shall be 41¼ lbs. to the yard, so that it may be worked by the rolling stock in use on that railway, and so that it shall not require special or undue maintenance. Surveys, designs, specifications, and estimates in relation to the construction or execution of the said railway and stations and other works shall so far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State and shall be subject to his approval.

Provided always that the Company shall have free access to all surveys, plans, estimates or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates or information.

6. The construction of the said railway shall be carried out by the Company and shall be done in all respects as efficiently as is possible and in accordance with designs and specifications to be approved by the Secretary of State and under the inspection and supervision of the Consulting Engineer to the Government of India for Railways, Lucknow, or such other officer as the Government of India may from time to time appoint and in accordance with the standard of works in force on the Bengal and North-Western Railway and the Company shall not undertake or carry out any individual work in connection with the said Railway until the alignment has been approved by the Secretary of State and until the detailed plans and estimate for such work have been examined and approved by the officer appointed by the Government of India for that purpose. All material obtained from England shall be subject to inspection by the Consulting Engineer to the Bengal and North-Western Railway in England or any officer deputed by him and must be passed by him before leaving England and if in the opinion of the Secretary of State it is necessary to appoint a special Engineer in India to supervise the construction of the work in his behalf it shall be open to him to appoint such an Engineer and the expenses incurred on account of the inspection carried out by or through the Consulting Engineer in England and also the salary of the special Engineer in India not exceeding Rupees Seven hundred per month shall both be paid by the Company and charged to the capital cost of the construction of the railway.

7. All works, buildings, sidings and other conveniences required at Segowlie by the Secretary of State for the purpose of forming a junction with the Tirhoot (State) Railway or for working the branch line shall be carried out by him to the extent he considers necessary and the Company shall from time to time provide the funds that are required by him for their construction; a charge of ten per cent. for supervision on the cost of such works and on such additional works as may be carried out on the Company's line by the working agency after it shall have been opened for traffic shall be included in the cost of carrying out the works.

8. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the said railway under this Contract and any other information that he may require in respect of transactions relating to the said railway, and shall also furnish the working agency with such information as shall be desired.

9. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him.

10. The Secretary of State shall have power to determine the situation and dimensions of all stations, station yards, offices, warehouses, houses for employés, conveniences and works to be constructed in connection with or as part of the said railway.

11. The Secretary of State will make such arrangements with the railway administration concerned that the rates to be charged to the Company for the carriage over the Bengal and North-Western Railway and over any State Railways, of all materials, plant and stores required for the construction of the said railway and the works connected therewith shall be the same as are charged on those lines respectively for materials, plant and stores used for similar purposes on those railways.

12. The Secretary of State will provide and maintain such a force of police, as, with the approval of the Secretary of State shall from time to time be required for the protection of so much of the said railway as shall for the time being be under construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the capital funds of the Company to the Secretary of State on demand.

13. The Secretary of State may from time to time construct at his own cost such electric telegraphs and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts, thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit and may erect, maintain, make do and execute on the said railway or on any lands or works belonging thereto all such buildings machinery works acts and things as he shall consider necessary or proper in relation to the construction maintenance use and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings machinery works

and appliances erected or brought by him under the powers conferred on him by this clause on the said railway or on any land or works belonging thereto.

Opening of the railway.

14. From time to time when and so often as an Inspecting Officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed together with plans and working drawings of the same; and also an account showing the amount of capital moneys expended thereon. Such specification plans, working drawings and account hereinafter called documents when approved by the Secretary of State, shall be signed by the Consulting Engineer to the Government of India for Railways, Lucknow, or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by the Agent of the Company or other officer duly empowered to act on behalf of the Company and shall be retained by the Secretary of State. The said specification plans and account shall from time to time be revised and completed up to date as occasion shall require.

15. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specification plans and accounts respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

16. The Secretary of State shall thenceforth, except as provided in clause 27 hereof, until the determination of this Contract, work and maintain the said railway or such part thereof, as shall for the time being have been so opened, and shall provide and maintain all necessary rolling stock through State agency or through another agency to be selected by him in that behalf, on the terms and subject to the provisions hereinafter expressed.

17. The Secretary of State shall have full power to enter into any contract or agreement with any working agency for the working, maintenance and management of the said railway, during the period aforesaid or during any part thereof or may carry out the same through State agency. Any such contract or agreement may be to such purport and effect with such additions, variations, or modifications (if any), subject always to the provisions of these presents, as the Secretary of State shall from time to time deem to be necessary or desirable. If and so long as the Secretary of State shall work the said railway or any part thereof through State agency the provisions set forth in the said contract so far as applicable and as the circumstances of the case will permit, and with such additions, variations, and modifications subject as aforesaid as the Secretary of State shall deem to be necessary or desirable, shall be observed by the State agency.

18. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Tirhoot (State) Railway, and the Company shall not interfere or be concerned with such business.

19. The rates and fares for the carriage of goods and passengers over the said railway or any portion thereof shall be such as may from time to time be arranged between the Secretary of State and the working agency, and the classification of goods thereon shall be in conformity with that from time to time in force on the Tirhoot (State) Railway; provided that the rates, fares and terminals, if any, shall be within the maximum and minimum rates, fares, and terminals, if any, for the time being in force on the Tirhoot (State) Railway, and provided also that for rice and grain and seeds booked from stations on the Company's line a rate of one-fourth of a pie per maund per mile will be allowed over the branch railway.

20. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the said railway, roadways, for foot passengers, cattle or carts or other vehicles, the working agency shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

21. The Company shall, during such time as the said railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital. Provided that if in any case the Secretary of

State and the Company shall not agree as to the liability of the Company under this clause the Secretary of State will cause the matter in question to be referred to arbitration in accordance with clause 44 hereof, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the Capital Account of the said railway, and such decision shall be binding on the Company.

Alterations, Improvements and Additions.

22. The Secretary of State may from time to time give notice in writing to the Company and to the working agency on behalf of the Company of any reasonable alteration, improvement, or addition which may, in his opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto, or to the junction station at Segowlie, either for the protection and security of the works and stations, the safety of passengers or of the public or for meeting the development of traffic on or for the effectual working of the said railway or otherwise and which is estimated to cost more than Rupees two hundred. Such notice shall specify the alteration, improvement or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide free of cost to the Company any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this section shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway, and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively, be in the like relative positions in respect to the approval of the designs and construction of such works and the supply of funds to the Secretary of State as required by him for such construction as they respectively would have been in if the said works had been part of the original works belonging to the said railway. If on receiving any notice under this clause the Company shall fail or neglect to supply the funds as required for any such works for which under this clause they are liable to make provision, the Secretary of State or the working agency shall be at liberty to provide all or any of the moneys required for the said works and to expend the same in the execution of such works and the Company shall from time to time on demand pay to the Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose or to the working agency as the case may be, a sum equal to the amount which the Secretary of State or the working agency shall from time to time have expended in manner aforesaid. Provided always that in case the Company shall object to the reasonableness of any work estimated to cost more than Rupees Five thousand required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public or the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be borne in such manner as the arbitrators shall award, and if and so far as such cost shall be directed to be borne by the Company, the same shall be a charge against the Capital of the Company.

23. The cost of works, the execution of which shall be required under the preceding clause and shall be carried out by the working agency on behalf of the Company, shall be dealt with as follows :—

(*a*) All such works costing more than Rupees Two hundred shall be charged to the Capital Account of the Company.

(*b*) Petty works costing not more than Rupees Two hundred each shall be charged to Revenue, and shall be met from the sum allowed to the working agency for the maintenance and working of the said railway. Provided always that if for any half-year the aggregate expenditure on petty works thereon shall exceed Twenty rupees per mile open, such excess shall be charged to the Capital Account of the said railway, and shall be met by the Company.

Application of Gross Earnings.

24. Out of the gross earnings to be derived from working the said railway, or any part thereof, the working agency shall in each half-year retain Forty per cent., which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling stock and machinery (other than fixed machinery), and for working managing and fully and efficiently maintaining, renewing and upholding the said railway and railway stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses,

houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works; and the remainder of such gross earnings for each half-year shall be the net earnings of the Company for the said half-year, and shall be paid by the working agency to the Company.

Provided always that the working agency shall be at liberty before paying over the net earnings to the Company to deduct from such net earnings all moneys (if any) which shall for the time being be owing to the Secretary of State or for the working agency by the Company in respect of work done on behalf of the Company under clause 23 hereof and to pay over to the Secretary of State any moneys so deducted in respect of moneys due to him as aforesaid.

Capital Expenditure.

25. The Company shall submit all contracts and items of expenditure entered into and incurred by them, the cost of which is intended to be charged to Capital, for the previous sanction of the Secretary of State and no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State shall have been obtained thereto.

26. The Company may as provided in the agreement made the Eighth day of August One thousand eight hundred and ninety-six between the Secretary of State and the Promoter, charge to Capital Account the commission of four per cent. payable to the Promoter, Sir W. B. Hudson, and all actual expenses properly chargeable to capital incurred in the formation and registration of the Company and the cost of all preliminary surveys and estimates and other expenses undertaken on behalf of the Company for the purposes of the said railway, before the date of the execution of the agreement with the Promoter not exceeding the sum of Rupees Eighteen thousand.

27. The Company (so far as authorised so to do by its constitution, and subject to the law for the time being in force in British India) may half-yearly during a period which shall extend to the close of the half-year next after the half-year during which the said railway shall be actually completed and opened for traffic, pay out of capital any sums by way of interest on the amounts from time to time *bonâ fide* paid up on the issued share capital of the Company, not amounting together with the net earnings (if any) of the Company for the period in respect of which such interest is paid, to more than four per cent. per annum on the sums in respect of which the interest is paid; and may also during the period of construction pay out of capital the sum of rupees ten thousand per annum to cover the office expenses and expenses of management of the Company and may and shall defray out of capital the cost of maintaining the way and works of the Company's line for the first twelve months after it shall have been opened for traffic throughout. The moneys paid out of capital under this clause may be charged to Capital Account as part of the original cost of construction.

Restriction on raising of new Capital.

28. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, at any time increase its share or stock capital or borrow any moneys; but this stipulation shall not necessitate the sanction of the Secretary of State or of the working agency to the borrowing of money by the Company at a reasonable rate of interest for *bonâ fide* temporary purposes.

Accounts.

29. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him or by the working agency from the working of the said railway or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the Thirtieth day of June and the Thirty-first day of December in each year and a summary thereof shall be rendered to the Company in India. The Secretary of State shall also within a reasonable time. furnish to the Company a return of the approximate gross earnings for each week.

30. The Secretary of State shall keep or cause to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or cause to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement be notified in writing to the Secretary of State within Thirty days after the receipt by the Company of the summary aforesaid for any half-year) duly verify or cause to be verified the accounts for such half-year. If after such verification the Company shall require any alteration to be made in any such account or

summary and if the Secretary of State shall not consent to the proposed alteration the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

31. The Company shall keep full and proper accounts in relation to its expenditure and receipts and shall give inspection thereof whenever required to any officer or officers appointed by the Secretary of State in that behalf.

32. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital besides bearing the cost of the original construction and completion of the said railway and the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works belonging thereto and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, is to bear the cost of new works of additional plant and fixed machinery and of substantial improvements of and additions to old works, plant and fixed machinery, provided in pursuance of any requirement by the Secretary of State under the 22nd clause of the Contract, and not being petty works within the meaning of the 23rd clause of this Contract and shall be debited with all moneys expended by way of making good any damages pursuant to the 21st clause of this Contract and that the cost of repairs, restorations, renewals and replacements and of petty works within the meaning of the 23rd clause of this Contract is to be met by the working agency.

Audit.

33. The accounts of the Company in relation to its expenditure and receipts shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers and documents of the Company necessary for the purpose of audit and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State the Secretary of State shall require alterations to be made in the accounts and the Company shall object to the alterations the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit (other than the costs of such arbitration), and such of the costs of such arbitration as the arbitrators shall direct to be borne by the Company shall be defrayed by the Company and included in the Capital Account.

Miscellaneous.

34. The Secretary of State reserves to himself all rights connected with any extension of the said railway.

35. The Company shall not at any time during the continuance of this Contract without the sanction in writing of the Secretary of State first obtained, engage in, or carry on, or apply capital to any business other than the business provided by this Contract to be carried on by the Company and business incidental or subsidiary thereto, or participate or co-operate with any person, company, or corporation in carrying on any business other than as aforesaid.

36. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

37. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway or the profits of the said railway of any Act of the Indian Legislature of general applicability for the time being in force and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

38. Any notice, determination, decision, direction, requirement, requisition, demand, appointment, certificate, expression of opinion, approval of sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract or any of the powers or provisions herein contained shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under-Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this clause.

Determination of Contract and matters consequent thereon.

39. The Secretary of State may determine this Contract in manner hereinafter mentioned (that is to say):

1. If the Company shall fail to have the said railway ready to be opened for traffic throughout by the Thirty-first day of March One thousand eight hundred and ninety-eight, the Secretary of State notwithstanding any grants of further time or any negotiations between the Secretary of State and the Company may determine this Contract by giving to the Company notice in writing of such determination (which notice is herein referred to as notice of determination).
2. The Secretary of State may by giving to the Company not less than Twelve months' previous notice in writing (which notice is herein referred to as "notice of purchase") determine this Contract (if then subsisting) either on the Thirty-first day of December One thousand nine hundred and seventeen or on the Thirty-first day of December in the last year of any subsequent period of ten years.

AND IT IS HEREBY AGREED AND DECLARED that at the time at which the Contract shall terminate as hereinbefore provided the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof except as hereinafter specifically provided shall relinquish and give up to the Secretary of State possession of all land of which he shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State), together with all the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges, rails, fixtures and plant then erected or being on the land to be relinquished and given up under this clause in anywise belonging to the said railway or any part thereof and the then existing stock (if any) of stores belonging to the Company or appropriated, whether for the purposes of construction or otherwise to the said railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings and documents whatsoever in anywise connected with or with the construction of the said railway or any part thereof or any of the works adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him become his absolute property, free both as between the Secretary of State and the Company, and as between the Secretary of State and the incumbrancers (if any), from all incumbrances whatsoever created by the Company it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of such party by the other party hereto.

40. If this Contract shall be determined by notice of purchase the Secretary of State shall within four calendar months from the time at which this Contract shall except as hereinafter provided, so be determined pay to the Company in India out of the revenues of India in rupee currency the following sums; that is to say, if the contract shall be determined by notice of purchase on the Thirty-first day of December One thousand nine hundred and seventeen or at the expiration of any subsequent period of ten years, a sum of money equal to twenty-five times the amount of the average yearly net earnings derived by the Company from the said railway during the three years immediately preceding the time at which this Contract shall be determined, but so that the total amount so payable to the Company shall not in any case exceed by more than twenty per cent. the total capital expenditure of the Company as appearing on the Capital Account of the Company, or be less than such total capital expenditure.

41. If this Contract shall be determined by notice of determination the Secretary of State shall except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in India out of the revenues of India in rupee currency, the fair value of the said railway and works so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant and stores which shall be relinquished, given up or delivered by the Company to the Secretary of State under the 39th clause of this Contract. The fair value of property for the purposes of this clause shall in case of difference between the Secretary of State and the Company be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter

contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

42. The Secretary of State shall be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 40 or clause 41.

43. The clear balance of money payable by the Secretary of State to the Company under the 40th or the 41st clause of this Contract shall carry interest in favour of the Company at the rate of three per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

44. If any dispute, question or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained or the construction hereof or any matter connected with this Contract or the operation of the same, or the rights duties or liabilities of either party in relation to the premises then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

APPENDIX P.

This Indenture, made the 9th day of March 1897, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE BURMA RAILWAYS COMPANY, LIMITED, of the other part,

WITNESSETH, and it is hereby agreed and declared as follows :—

Interpretation of Terms.

1. In this Contract, unless there is something repugnant in the subject or context—

(*a*) "The Secretary of State" means the Secretary of State in Council of India.
(*b*) "The Company" means the Burma Railways Company, Limited.
(*c*) "The finished railway" means the railways about 580 miles in length and works of whatever description, together with the land, rolling-stock, plant, ferries, boats, and machinery forming the undertaking of the Burma State Railways on the 31st August 1896.
(*d*) "The unfinished railway" means the railways projected in Upper Burma to connect (1) Sagaing with Myitkyina, including a branch to Katha; and (2) Mandalay with the Salween River at or near Kunlon, being in the aggregate about 620 miles in length (together with the land, rolling-stock, plant, ferries, boats, and machinery belonging thereto), of which part has been opened for public traffic, and is now being worked by the Secretary of State, part is in process of construction by the Secretary of State, and part has been surveyed and estimated.
(*e*) "The undertaking" means and includes the finished railway and the unfinished railway, or such part or parts of those railways as for the purposes of this Contract shall as from the 1st September 1896 be handed over to the Company, together with any railways (other than those mentioned in the 9th section of this Contract), ferries, boats, improvements, alterations, and additions of whatever description that may from time to time be made or acquired under the provisions of this Contract with the sanction of or by the Secretary of State, but with the exception of the telegraphs and telegraphic appliances used or to be used thereon.
(*f*) The undertaking or so much thereof as may for the time being have been opened for the public carriage either of passengers or of goods or animals shall be deemed to be opened for public traffic.
(*g*) "The open system" means and includes so much of the undertaking as shall for the time being have been opened with the sanction of the Secretary of State for public traffic.
(*h*) "The gross earnings of the undertaking" means and includes all receipts from coaching and merchandise traffic over the open system and from the carriage of mails, and the use of the telegraphs thereon, and from all other sources the receipts from which are treated as revenue on Indian railways generally, and all other sums received in respect of the undertaking as rents, and tolls on bridges or ferries, and also any moneys payable by the Secretary of State in respect of any part of the undertaking under the obligations undertaken by him under section 8 hereof to make up the average weekly gross earnings of any such part of the undertaking to the amount and for the period specified in the last-mentioned section.
(*i*) "Working expenses," when not qualified or limited, means and includes the expenses incurred with the sanction of or by the Secretary of State in or about or in connection with the management, maintenance, and working of the open system.
(*k*) "Net earnings" and "net revenue receipts" respectively have the meanings attributed to those expressions respectively in section 63 of this Contract.
(*l*) "India," when not qualified or limited, includes "Burma," and Indian "Burmese."
(*m*) "Prescribed rate" means the rate defined in section 52.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision in that behalf herein contained.

Railways to be taken over by the Company and matters connected therewith.

3. As from the said 1st day of September 1896 the Secretary of State for the purposes of this Contract shall hand over to the Company, and the Company shall accept, the finished railway and the unfinished railway, together with all works connected therewith then made or in progress, and the rolling-stock, machinery, and plant then used thereon or appropriated or in course of construction or under supply therefor, together with copies of all plans, estimates, specifications, and working drawings of the said works, rolling-stock and other equipments, but with the exception of the telegraphs and all telegraphic appliances appropriated to the said railways, and as from the aforesaid day and during the continuance of this Contract the Company shall maintain and work the open system.

4. On taking over the said railways, or so soon thereafter as may be, the Secretary of State shall deliver to the Company, and the Company shall accept, for the purposes of the undertaking, all serviceable stores belonging to the said railways respectively that may be in hand or in course of delivery, except such, if any, as belong to the telegraphs or telegraphic appliances. An inventory of such stores shall be made and signed by or on behalf of the Secretary of State and the Company, and their value shall be entered in the Stores Account as hereinafter provided. The value of the unserviceable stores belonging to the said railways shall be charged off as respects those of the finished railway in the working expenses of the open system within the year 1897, and as respects those of the unfinished railway in the Capital Account as hereinafter provided. The values in each case herein mentioned shall be as shown in the accounts relating to the said respective railways, including loss by exchange on all payments made in England in part of the prime cost of the stores, both serviceable and unserviceable.

5. On taking over the said railways, or so soon thereafter as may be, an inventory of the railways, rolling-stock, plant, ferries, boats and machinery to be so taken over as aforesaid shall be made and signed by or on behalf of the Secretary of State and the Company, and the value at cost price, as shown in the Indian accounts of the Government of the said railways respectively, and of the said rolling-stock, plant, ferries, boats, and machinery, and of the plans, estimates, specifications, and working drawings, of which copies shall be so taken over as aforesaid, shall be entered in the Capital Account of the undertaking as hereinafter provided.

Existing surveys for extensions, etc., and liabilities in connection with the Railways transferred.

6. All surveys, plans, designs, and estimates which the Secretary of State has caused to be made with the view of facilitating and expediting the construction of branches or extensions of either the finished railway or the unfinished railway shall be made over to the Company, and the cost of the said surveys, plans, designs, and estimates as stated by the Secretary of State shall be debited to the Capital Account of the undertaking as hereinafter provided. Any now existing obligations or liabilities of the Secretary of State, under contracts for the supply of stores or materials or the execution of works for or in connection with either the finished railway or the unfinished railway, shall be discharged by the Company from the moneys to be supplied to the Company pursuant to this Contract.

Completion of the construction of the unfinished Railway.

7. Subject to the requisite funds being provided according to the stipulations in that behalf hereinafter contained, the Company shall with due diligence and expedition, and in accordance in all respects with the directions of the Secretary of State, complete to the satisfaction of the Secretary of State, and make ready and fit for opening for the public carriage of passengers throughout on routes determined or to be determined by him, and on land provided or to be provided by him as hereinafter stipulated, the unfinished railway, together with all such stations, station yards, offices, warehouses, houses for employés, conveniences, and works as in the opinion of the Secretary of State shall be necessary or proper for the purposes of the said railway, either as regards the due working of the same or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise. Subject to the like conditions as to funds, diligence, and directions, the Company shall equip the said railway with rolling-stock, plant, and machinery to the satisfaction of the Secretary of State. The unfinished railway shall be of the metre gauge, and shall in general structural character and equipment conform with the standard of the finished railway. Surveys, designs, and estimates in relation to the construction or equipment of the unfinished railway shall if required be furnished by the Company to the Secretary of State, and be subjected to his approval, or the Secretary of State may furnish designs to the Company, and the Company shall in that case be bound to follow them.

Acquisition, construction, and working of other Railways.

8. The Secretary of State may require the Company to construct as part of the undertaking, or acquire either absolutely or on lease for a term of years or otherwise on behalf of the undertaking, any and every such railway in Burma of the same gauge as the Secretary of State may in his discretion think fit, and to work as part of the undertaking any

and every railway so constructed or acquired; and every railway so acquired and worked shall thenceforth be and form part of the undertaking, and all the provisions of this Contract shall be applicable thereto. Provided that if during three years immediately after the opening for the public carriage of passengers of any such part of the undertaking the average gross receipts per week per mile of such branch or extension do not in any half-year amount to ₹50 the Secretary of State will make good the deficiency. Provided always, that any further moneys required for any such construction or absolute acquisition as aforesaid of any such railway shall be provided in one or other of the ways prescribed in section 45 of this Contract, and shall be supplied by the Secretary of State in accordance with the provisions in that behalf contained in section 50 of this Contract, and the expenditure incurred thereon, with the sanction of or as certified by the Secretary of State, shall be included in the Capital Account of the undertaking as hereinafter provided.

9. The Secretary of State may require the Company to construct, on behalf of any Local Authority, any such branch or extension railway of the metre gauge in connection either with the undertaking, or with any other railway in connection with the undertaking, and worked by the Company, as such Authority may desire to have worked through the agency of the Company, and the Company shall, if and when required so to do by the Secretary of State, accept and work, upon terms to be specially agreed upon in each case between the Company and the said Authority with the sanction of the Secretary of State, any and every such railway, whether existing or constructed through the agency of the Company or otherwise, but no such railway shall form part of the undertaking. Provided that the moneys required for the construction through the agency of the Company of any such railway shall be supplied to the Company by the Authority concerned through the Secretary of State.

Land.

10. Subject and without prejudice to the stipulations contained in the next succeeding section of this Contract the Secretary of State shall from time to time provide the land which he shall consider requisite for the railways of the undertaking and for the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the same railways, and shall allow the Company during the continuance of this Contract to have possession of the land so provided, as well as of the land occupied or used by or for the purposes of the railways to be taken over by the Company under the 3rd section of this Contract from the time of the same being so taken over. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained possession of by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall upon the requisition of the Secretary of State forthwith relinquish to him the land in question, and the Secretary of State shall be exclusively entitled to possession thereof.

11. The obligation of the Secretary of State under the last preceding section to provide land shall, as to any land therein mentioned which may be situate in territory not directly governed by Her Majesty or Her Majesty's Indian Government, not become absolute unless or until the Secretary of State shall himself acquire the land which he shall not be under positive obligation to do, although he intends to acquire it if he can obtain it on reasonable terms by negotiation with any State or States concerned.

Notification to Company of Route of Railways.

12. The Secretary of State shall from time to time notify to the Company the route of any railway forming or intended to form part of the undertaking so far as such route shall from time to time have been determined by him.

Situation of Stations, etc.

13. The Secretary of State shall have power to determine the situation and dimensions of and the particulars of all additions to and alterations and improvements in the stations, station-yards, offices, warehouses, houses for employés, conveniences, and works to be constructed or carried out from time to time in connection with or as part of the undertaking.

Equipment of Undertaking with Rolling-stock, etc.,

14. The Company shall with due diligence equip the undertaking with all such additional rolling-stock, plant, and machinery as shall from time to time in the opinion of the

Secretary of State be necessary for the purpose of working the undertaking, and shall make such alterations or improvements in the equipment as may in his opinion be required from time to time; and if the Secretary of State shall be of opinion that the Company shall at any time have failed duly to perform its obligations under this section he may himself from time to time complete or alter or improve the equipment of the undertaking, or any part thereof, in respect of all or any of the particulars specified in this section.

Telegraphs.

15. In addition to the electric telegraphs already established along or upon any of the railways of the undertaking the Secretary of State may from time to time establish such electric telegraphs as he shall think fit along or upon the undertaking, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the electric telegraphs already established or to be established as aforesaid as he shall think fit, and it shall be lawful for him for such purposes, or any of them (in addition to the general powers which it is hereby declared that he shall at all times have of entering by agent or otherwise upon all or any land of which he shall pursuant to this Contract have allowed the Company to have possession), to enter at all times, by his agents, workmen, or others, on any part or parts of the undertaking, or the lands or works belonging thereto, and to erect, place, maintain, make, do, and execute thereon all such buildings, machinery, works, appliances, acts, and things as the Secretary of State shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this section on the undertaking, or on any land or works belonging thereto. The Company shall at all times furnish the Secretary of State with such free passes over the undertaking, or any parts thereof, as he shall require for persons employed by him in or about or in connection with the construction, maintenance, working, or inspection of the electric telegraphs mentioned in this section, or any buildings, machinery, works, or appliances appertaining thereto.

16. The Secretary of State shall from time to time allow the Company to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the undertaking or any part or parts thereof. The Secretary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the Company shall for the time being be allowed to have the use.

17. The Company shall from time to time, upon demand by or on behalf of the Secretary of State, pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State, the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made from time to time by the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of the electric telegraphs and telegraphic appliances of which the Secretary of State shall from time to time under the last preceding section have allowed to the Company the exclusive use, such charges not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

18. The Company if so directed by the Secretary of State, shall in relation to any electric telegraphs or telegraphic appliances of which under the 16th section of this Contract it shall for the time being be allowed to have the use, observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway Telegraphs, or such of the said rules as the Secretary of State may from time to time prescribe to be observed by the Company; and the Company, if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules which shall for the time being be in force in relation to State Railway Telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

Police.

19. The Secretary of State shall provide and maintain for the purposes of the open system such a force of police as the Company, with the approval of the Secretary of State, shall from time to time require; and if the Secretary of State shall consider that any addition to the force is required for the preservation of law and order on the open system, his determination on that point shall be final, and such addition shall be made accordingly. The cost of providing and maintaining the force of police required for the purposes aforesaid shall be defrayed in the following manner; that is to say, three-tenths shall be borne by the Secretary of State, and the remaining seven-tenths shall be included in working expenses.

20. If the Company shall so desire, the Secretary of State will provide at the sole cost of the undertaking such a force of police as, with the approval of the Secretary of State, the Company shall from time to time require for the protection of so much of the undertaking as shall for the time being be under construction, or shall not have been opened for public traffic.

21. The cost of providing and maintaining any force of police from time to time provided and maintained by the Secretary of State under either of the two last preceding sections in relation to the undertaking, or any part or parts thereof, shall be taken to be as from time to time stated by the Secretary of State.

Opening for Public Traffic.

22. The Company shall from time to time when and as often as any part of the undertaking not previously opened for the public carriage of passengers is in a fit state and properly equipped with rolling-stock, plant, and machinery for such carriage, give the notice prescribed by law of its intention to open such part and on the opening thereof being sanctioned shall forthwith open the same part for the public carriage of passengers, and, if the Secretary of State shall so sanction, of animals and goods. Nothing in this section shall operate to prevent the public carriage of animals or goods on any part of the undertaking, the opening of which for the public carriage of passengers shall not have been sanctioned, provided that the Secretary of State shall have sanctioned the public carriage of animals or goods over such part.

Maintenance and Management of the Undertaking.

23. The Company shall keep the undertaking and the stations and works belonging thereto in good repair, and shall also keep the open system and the stations and works belonging thereto in good working condition, and fully supplied with rolling-stock, plant, machinery, and stores to the satisfaction of the Secretary of State; and whenever the Secretary of State shall be of opinion that the Company is in any default as to any of the matters before mentioned in this section he may in writing notify the fact to the Company, specifying in such writing the general nature of the defect, and unless the defect be remedied by the Company within one calendar month after the notification thereof by him to the Company may himself remedy it, and charge the cost of the same as if done by the Company.

24. The Company shall keep the rolling-stock, plant, and machinery for the time being belonging to the undertaking and to every part thereof in good repair and in good working condition to the satisfaction of the Secretary of State; and whenever the Secretary of State shall be of opinion that the Company is in default as to any matter, before provided for in this section he may himself remedy the defect, and charge the cost of the same as if done by the Company.

25. The Company shall maintain a sufficient staff for the purposes of the undertaking to the satisfaction of the Secretary of State, and shall, if required so to do by the Secretary of State, continue all or any of the Government staff now engaged for the purposes of the undertaking or any part thereof in their present employments, and fill up vacancies occurring from time to time in the staff, and for filling which there shall be no suitable persons or person available among those for the time being employed by the Company from the Government service; and no member of the Government service so engaged, unless the incumbent of any such or similar office on any State Railway be then liable to be discharged by the manager thereof on his own responsibility, shall be discharged from his employment by the Company, if after notice of the intention of the Company so to discharge him the Secretary of State shall object to such discharge. Any contributions on account of pensions and furlough allowances which the Secretary of State may require to be paid to him on behalf of members of the Government service employed by the Company shall be paid by the Company and charged in like manner as the salaries of such members. The Company shall not be required to pay rates of remuneration to members of the Government service employed on the undertaking in excess of the rates at which the Company can obtain similarly qualified servants.

26. The Secretary of State may from time to time, by notice in writing, require the Company to carry out any alteration or improvement in or any addition to the undertaking that may in his opinion be necessary for the safety of passengers or for the safety of the public, or for the effectual working of the undertaking. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of carrying out such alteration, improvement, or addition. On receiving any such notice the Company shall, with all reasonable speed, commence and proceed to execute the works described therein. The Secretary of State shall, subject to the provisions of sections 10 and 11 of this Contract, provide any land that may be required for the purposes aforesaid, and shall supply the funds necessary for the purchase of such land and for the execution of such works, and the cost of such of the said works as shall be properly chargeable to capital shall be charged against the capital account as hereinafter provided, and the cost of all other such works shall be charged as working expenses. If in any case the Company shall neglect to proceed with the proposed works, or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the undertaking and execute the said works, and charge the cost of the same as if done by the Company.

Working the Undertaking, Fares, etc.

27. The Company shall, until this Contract shall be determined under any provision herein contained, keep the open system opened for public traffic, and work the same and carry on thereon, in accordance with the provisions of the local law for the time being, the business of carriers of passengers, animals, and goods, or passengers, animals, or goods, according as the carriage of the same respectively shall have been sanctioned by the Secretary of State.

28. The Company shall cause to be run on the open system so many trains, at such times, at such rates of speed, between such places, and with such conveniences and accommodations as the Secretary of State shall from time to time require.

29. The Company shall from time to time, upon the requisition of the Secretary of State, effect any alteration or improvement in the working of the open system or any part thereof that may in his opinion be necessary for the safety of passengers or of the public, or for the safe and effectual working of the open system or any part thereof.

30. The Company shall be entitled to charge the public for services rendered by way of conveyance on the open system or any part thereof of passengers and goods of different classes and descriptions, and in respect of goods for terminals at forwarding and receiving stations such rates only as shall for the time being be approved by the Secretary of State. The Company may from time to time, and at the request of the Secretary of State shall submit, for the approval of the Secretary of State, maximum and minimum rates within which the Company is to be at liberty to charge for such classes and descriptions of services and terminals, and the Secretary of State may approve such rates with such modifications as he shall think fit. The Secretary of State may also from time to time require the Company to make such modifications in the maximum and minimum rates for the time being in force as he shall think fit; provided always, that as often as the Secretary of State shall require the Company to make any such modification he shall give the Company not less than six months' previous notice of his intention in that behalf, in order to give the Company time to submit to him its views with reference to such modification, unless in his notice he shall declare the case to be one of public emergency, in which event it shall be sufficient for him to give such shorter notice as he shall consider reasonable. The Company shall not, in making charges to the public for services mentioned in this section, calculate any such charge at a rate which shall be either above the maximum or below the minimum rate for the time being applicable under this section to the particular service in respect of which the same charge is made, or make any reduction by way of rebate or otherwise which shall have the effect of bringing any rate actually paid below such minimum. The term "goods" shall, as regards this section, include everything conveyed on the undertaking, passengers only excepted.

31. All stores intended to be used for any purposes of the undertaking or any part thereof (including stores intended to be used in or about the construction of any part of the undertaking or of any works or adjuncts of or pertaining to the same) shall be conveyed by the Company over the open system at rates to be approved by the Secretary of State.

Undue Preference.

32. No undue or unreasonable preference or advantage to or in favour of any particular person, company, or railway administration, or any particular description of traffic in any respect whatsoever, shall be made or given by the Company, nor shall any particular person, company, or railway administration be subjected by the Company to any undue or unreasonable prejudice or disadvantage in any respect whatsoever. The Secretary of State shall have absolute power for the purposes of this section to decide whether any preference, advantage, prejudice, or disadvantage is undue or unreasonable.

Services rendered to Secretary of State on the Undertaking.

33. All services which the Secretary of State shall require the Company to perform on the open system for any department of Her Majesty's Indian Government, whether Postal, Military, Police, or any other department of the State, or for high officials of such Government (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in Burma, the conveyance of Post Office servants when on duty, the conveyance of troops and sailors, military and naval establishments, horses and other animals used for military purposes, guns, military stores and equipments, the conveyance of police, prisoners, and paupers, the conveyance of telegraph stores, instruments, officers and workmen, of stores for State railways, and of any public stores whatever), shall be performed by the Company on the same general conditions as may for the time being be in force on other metre gauge State railways, and at such rates as may be approved by the Secretary of State, subject to the provision as to free passes contained in the 15th section of this Contract.

34. The Company shall convey on the open system gold and silver bullion and coin, and copper coin, belonging to the Secretary of State, and the persons in charge thereof at special rates to be from time to time approved by the Secretary of State.

35. The Company shall from time to time, upon the requisition of the Secretary of State give precedence over all other traffic to his demands for either passenger or freight accommodation on the open system.

36. The Company shall from time to time, upon the requisition of the Secretary of State, execute works in its workshops at reasonable prices and on reasonable terms in respect of rolling-stock and machinery belonging to State railways, but so nevertheless as not to impede or unduly interfere with the ordinary operations of the Company in respect of the undertaking.

Tolls for use of Bridges.

37. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges on the undertaking ways or roads for public use by persons on foot or on horseback, or in carriages, or for any other purposes of traffic for which ordinary highways are commonly used, the Company shall, during the continuance of this Contract, have the right to charge, according to tariffs to be arranged between the Secretary of State and the Company, tolls for the user of such ways or roads by the public.

Ferries.

38. The Company may, with the approval of the Secretary of State from time to time during the continuance of this Contract, establish, maintain, and work ferries for the accommodation of the traffic of the undertaking. Every such ferry shall be equipped with boats and fixed and moveable machinery, and plant of good quality and adequate in quantity to work the said ferry. The Company may, with the approval of the Secretary of State, work, for purposes other than the accommodation of the traffic of the undertaking, any such ferry which shall have been established by it.

39. The provisions of this Contract relative to the undertaking, whether as regards construction, maintenance, working, equipment, maintenance of equipment, or any other matter (inclusive of the provisions as to rates and fares to be charged by the Company to the Secretary of State and the public, and of the provision for the performance by the Company of certain services for the Secretary of State free of charge, and for the precedence of the Secretary of State in respect of his demands, whether for freight or passenger accommodation), shall apply, *mutatis mutandis*, and as far as circumstances will admit, in respect of every ferry which shall be established under the last preceding section

40. The Company may, with the approval of the Secretary of State, enter into agreements with any person or company carrying on the business of carriers by water for the provision of such means of transport as may be required for the reasonable convenience of the Company's traffic.

Company to comply with the requirements of the Secretary of State.

41. The Company shall with all reasonable speed comply with all such requirements as the Secretary of State shall from time to time make in accordance with this Contract.

Ownership of the Undertaking, etc.

42. Subject to the provisions of the Contract, all land of which the Secretary of State shall allow the Company to have possession for any of the purposes of this Contract, and everything constructed or to be constructed thereon, and all rails, plant, machinery, rolling-stock, ferries, boats, stores, fixtures, and implements of every description acquired by the Company for the purpose of constructing, maintaining, equipping, keeping up the equipment of, or working the undertaking or any part thereof, or any stations, station yards, offices, warehouses, houses for employés, or works upon any land of which the Secretary of State shall so allow the Company to have possession as aforesaid, and generally all property, whether real or personal (except moneys paid by the Secretary of State to the Company pursuant to sections 44, 64, and 98 of this Contract), and things, and whether in England, India, or elsewhere, which have been or shall be transferred to the Company by the Secretary of State pursuant to these presents, or have been or shall be acquired, paid for, or constructed by the Company with money supplied to the Company by the Secretary of State under the 50th section of this Contract, are hereby declared to be respectively the property of the Secretary of State, but subject to the user and enjoyment thereof by the Company during the continuance of this Contract.

Capital of Company and payment of Interest thereon.

43. The Company shall, within such period and by such instalments as the Secretary of State shall prescribe, pay into the Bank of England to the credit of the Secretary of State the balance (not already so paid) of the aggregate sum of 2,000,000*l.* raised by the issue in London of the original share capital of the Company.

44. The Secretary of State will from the dates of the respective payments to his credit at the Bank of England on account of the said sum of 2,000,000*l.* which have been and also which shall hereafter be made either in respect of such instalments as aforesaid or of any payment made in anticipation of such instalments (which payments the Company shall be

at liberty to make) and during the continuance of this contract out of the revenues of India pay to the Company in London in sterling money half-yearly, on the 1st day of January and the 1st day of July in each year, interest at the rate of 2½ per cent. per annum, calculated to the last preceding 31st day of December and the 30th day of June respectively, on the amount which shall for the time being have been paid by the Company to his credit as aforesaid in respect of the sum of 2,000,000*l.* mentioned in the last preceding section of this Contract, and also half-yearly on the days aforesaid, up to and inclusive of the 1st day of July 1901 (if this Contract shall so long continue), further interest calculated as aforesaid at the rate of ¼ of one per cent. per annum on such respective amounts as aforesaid. All interest paid by the Secretary of State under this section shall be paid to the Company for the purpose of distribution amongst the holders of the shares or stock representing the 2,000,000*l.*, and shall be distributed accordingly.

45. Whenever the moneys supplied to the Company in London and in India for expenditure on the undertaking and chargeable to account of capital shall have exhausted the aforesaid sum of 2,000,000*l.*, and further moneys shall be required in London or in India for completing and equipping the railways of the undertaking, or for the purposes of section 8 of this Contract, or for any other purposes sanctioned by the Secretary of State under this Contract and chargeable to account of capital, the Secretary of State shall, at his option, either contribute the whole or any part of such moneys, supplying the same either in India in rupees or in London in sterling, as the case may require, or enable the Company to raise the same or such parts thereof as shall not be contributed by him in such manner (by the issue, at the option of the Secretary of State of shares or of debentures or otherwise) and with such guarantee by the Secretary of State and generally on such terms as shall be agreed upon between the Secretary of State and the Company. All moneys so raised by the Company shall be forthwith paid into the Bank of England to the credit of the Secretary of State.

46. The Company shall not at any time during the continuance of this Contract, without the sanction of the Secretary of State in writing first obtained, increase its stock or share capital or borrow any moneys. The restrictions imposed by the preceding portion of this section shall not preclude the Company from borrowing money for the *bonâ fide* purpose of discharging previously existing indebtedness of the Company in respect of borrowed capital to an amount equal to the extent of the money so borrowed, provided the money borrowed be *bonâ fide* applied to the purpose last aforesaid, as to which, however, no person lending or advancing money to the Company shall be concerned to see. No money shall, without the previous sanction of the Secretary of State, be borrowed by the Company at a discount, or at a premium, or on terms of the Company paying to the lender a larger capital sum than that actually borrowed from him by the Company. The Company shall not, without the sanction of the Secretary of State, pay interest at a rate higher than 3½ per cent. per annum on any moneys borrowed by or owing from it, but this stipulation shall not necessitate the sanction of the Secretary of State to the payment of interest by the Company at any reasonable rate on any sums which the Company may borrow for *bonâ fide* temporary purposes.

47. Subject to the provisions of this Contract, all moneys already paid and to be paid by the Company under the 43rd and 45th sections hereof shall be, and when and as paid, become the absolute property of the Secretary of State, and he shall not be a debtor to the Company in respect of such moneys or any of them.

Receipts and Expenditure of Company and supply of Funds by Secretary of State.

48. All moneys whatsoever, from whatever source arising or derived, and whether attributable to account of capital or revenue, which shall during the continuance of this Contract be received by the Company, and whether on its own behalf or as agent of the Secretary of State or otherwise, shall (with the exception only of moneys paid or payable to the Secretary of State under the 43rd and 45th sections of this Contract, and of moneys paid by the Secretary of State to the Company or provided by him under the 44th, 45th, and 50th sections of this Contract, or which it shall receive by virtue of the 4th sub-section of the 64th section of this Contract) be paid without deduction at such times and in such manner as the Secretary of State may from time to time direct in manner following (that is to say): as to moneys received elsewhere than in India by or on behalf of the Company into the Bank of England to the credit of the Secretary of State, and as to moneys received in India by or on behalf of the Company into some Government Treasury in India to be from time to time approved for the purpose by the Secretary of State. All the moneys paid by the Company under this section shall, when paid, become the absolute property of the Secretary of State, subject to the provisions of this Contract, and so in particular that such of the same moneys as are under this Contract to be treated as received on account of revenue shall be subject to the provisions herein contained as to the application thereof.

49. All moneys proposed to be expended by the Company on account of the undertaking or in pursuance of this Contract shall from time to time be stated and submitted to the Secretary of State for his sanction, and as between the Company and the Secretary of State shall be allowed only so far as the same shall from time to time have been sanctioned by the Secretary of State.

50. All moneys which the Company shall require to defray expenditure by the Company under this Contract sanctioned or directed by the Secretary of State shall be supplied to the Company by the Secretary of State in London or in India according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

Accounts and Exchange.

51. The Company shall keep all such accounts in relation to the undertaking and to this Contract, and all such accounts as between the Company and the Secretary of State as the Secretary of State shall from time to time require. Complete accounts shall be kept in India in rupee currency; nevertheless, accounts shall be kept in England in sterling money of the expenditure and receipts of the Company elsewhere than in India, in relation to the undertaking and to this Contract, but such accounts shall be incorporated in the Indian accounts of the Company, and for that purpose shall be furnished to the Secretary of State for transmission to the Government of India.

52. For the purposes of the incorporation provided for in the last preceding section of this Contract, and for all the purposes of this Contract requiring the conversion of sterling money into rupees or (subject to the provisions of the next succeeding section) of rupees into sterling money, the conversion shall be made at the "prescribed rate of exchange," that is to say, at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half-year ending either on the 30th day of June or the 31st day of December next preceding the time at which the conversion is required to be made, and so that if the conversion is to be made in the first six calendar months of the then current calendar year the half-year shall end on the 31st day of December, and if it is to be made in the last six calendar months of the then current calendar year the half-year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half-year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees or rupees into sterling money, as the case may be, which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half-year shall be made at the average rate obtained during that half-year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller General at Calcutta.

53. For the purpose of ascertaining the sterling equivalent of the capital expended by the Secretary of State on the railways of the undertaking as shown in rupees in the accounts of the Government of India, on which sterling equivalent interest is payable to the Secretary of State as provided by section 64 (3), the conversion of rupees into sterling shall be made at the rate of $1s.\ 2\frac{3}{16}d.$, being the rate of exchange current at the date of the registration of the Company.

54. Separate accounts shall, if required by the Secretary of State, be kept by the Company in respect to different sections of the undertaking, and all accounts to be kept by the Company under this Contract shall be kept in such form, and under such heads or divisions, and with such details, and shall be submitted to the Secretary of State at such times as he shall from time to time prescribe.

55. Unless and until otherwise directed by the Secretary of State the Company shall keep in relation to the undertaking and this Contract the following accounts (that is to say):—

A Capital Advance Account.
A Stores Account.
A Capital Account.
A Revenue Account.

56. In the said Capital Advance Account shall be entered all moneys supplied by the Secretary of State to the Company to defray expenditure by the Company under this Contract or received from the sale of stores, or of parts of the undertaking or equipment, and the moneys so entered shall, as expended by the Company in conformity with this Contract, be transferred from the Capital Advance Account to the Stores Account, the Capital Account, or the Revenue Account, as shall be proper. The Capital Advance Account shall from time to time, as the Secretary of State shall require, be made up and submitted to him.

57. The Company shall as from the 1st day of September 1896 open an account of all stores which shall have been delivered to the Company pursuant to the 4th section of this Contract, and of the value of such stores as entered in the inventory mentioned in that section, and shall from time to time during the continuance of this Contract with all reasonable expeditions make up and deliver to the Secretary of State an account of all stores respectively in hand on every 30th day of June and 31st day of December, or on such other days as the Secretary of State may from time to time name for the purpose. In the account to be so made up from time to time shall be entered all stores which the Company shall for the purposes of fulfilling this Contract have used since, as regards the

first occasion of making up the account, the day on which the same shall have been delivered to the Company as aforesaid, and since, as regards each other occasion of making up the account, the day to which the account shall have been last previously made up showing in the account the purposes to which the stores which shall have been used shall have been applied. As often as any of the stores in hand shall be used by the Company for the purposes of fulfilling this Contract, the value as entered in the books of the Company of the stores so used shall be charged to account of capital or to account of revenue as shall be proper. The Stores Account shall, besides being made up periodically as above mentioned, be made up and balanced from time to time upon the requisition of the Secretary of State. If any stores for the time being in use upon or in connection with the undertaking shall during the continuance of this Contract be returned into store, the value thereof (to be agreed upon by the Secretary of State and the Company) shall be debited in the Stores Account.

58. The valuations from time to time in the Stores Account of stores in hand shall at such time or times as the Secretary of State shall direct, be revised in such manner as shall from time to time be agreed upon between the Secretary of State and the Company, and the Stores Account shall from time to time be corrected so as to accord with the revised valuations, and thereupon corresponding adjustments shall be effected in the Capital or Revenue Account by making entries therein either to debit or credit as requisite; and such a revised valuation shall be made as soon as the whole of the unfinished railway shall have been opened for public traffic, upon every subsequent valuation the following rules shall prevail; that is to say, where the outlay on any one article of stores purchased in England or India with the sanction of the Government of India whether on one or more occasions, for the construction of any branch or extension amounts in the aggregate to not less than 500*l.* (of which a separate account shall be kept), such adjustment as aforesaid in respect of such stores or any part thereof shall be made on account of capital; but, except as last aforesaid, such adjustments shall be made in the Revenue Account alone.

59. In the Capital Account shall be entered all such of the moneys to be received by or on behalf of the Company as pursuant to this Contract are to be treated as received on account of capital, also the value (to be determined by the Secretary of State) of such land (if any) as shall for the time being have been relinquished by the Company to the Secretary of State under the previous provisions hereof, and also all such expenditure of the Company under this Contract as pursuant to this Contract shall be chargeable to account of capital including—

(*a*) The value as provided by the 5th section of this Contract of the railways, rolling-stock, plant, ferries, boats, and machinery, plans, estimates, specifications, and working drawings mentioned in that section.

(*b*) Such sum as the Secretary of State may allow to be charged in respect of the expenses of and incident to the formation and incorporation of the Company and in connection therewith, including a commission payable to Messrs. N. M. Rothschild and Sons at the rate of 1½ per cent. on the sum of 2,000,000*l.* for the issue of the original share capital of the Company, and such amount (if any) as the Secretary of State may allow, or require to be charged to account of capital, in respect of the cost of the management of the Company and the direction and supervision, whether in London, or in India, or elsewhere, of its affairs prior to the time when the whole of the unfinished railway shall have been opened for the public carriage of passengers throughout.

(*c*) The cost to the Secretary of State as certified by him of the said several surveys, designs, estimates, and plans mentioned in the 6th and 7th sections, and the value of the unserviceable stores of the unfinished railway mentioned in the 4th section of this Contract.

(*d*) The value as certified by the Secretary of State of all land of which he shall allow the Company to have possession for any purposes of this Contract.

(*e*) All moneys which shall be actually expended by the Company, with the sanction of the Secretary of State, out of funds supplied by him to the Company upon works, rolling-stock, plant, ferries, boats, and machinery of the unfinished railway pursuant to the 7th section of this Contract, or upon any railway under the 8th section of this Contract, or for any other purposes of the undertaking, the cost of which is chargeable to account of capital.

(*f*) The cost of providing and maintaining a police force in accordance with the provisions of the 20th section of the Contract in relation to any such part or parts of the undertaking as for the time being shall be under construction or shall not have been opened for public traffic.

(*g*) The charges of the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of such electric telegraphs and telegraphic appliances (if any) as the Secretary of State may allow the Company to use in relation to the construction of the undertaking or any part thereof, or in relation to any part of the undertaking which shall not for the time being have been opened for public traffic.

(*h*) So much as ought pursuant to the 25th, 26th, and 69th sections of this Contract from time to time to be charged to account of capital.

(*i*) Any amount which the Secretary of State may from time to time require to be charged to account of capital in respect of the cost to him or any of his legal expenses incurred in relation to this Contract, or to any matters arising out of this Contract.

(*k*) The cost to the Secretary of State as certified by him of works, acts, and things which shall be executed or done by him under any of the provisions of this Contract, provided that the cost thereof if executed or done by the Company would have been expenditure chargeable to account of capital.

(*l*) The sum debitable to account of capital in respect of stores pursuant to the 57th and 58th sections of this Contract.

(*m*) All such other expenses as the Secretary of State and the Company shall agree to treat as capital expenditure.

60. The Capital Account shall from time to time, as the Secretary of State shall require, be made up and submitted to him.

61. The Revenue Account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as the Secretary of State may from time to time prescribe, and shall be regularly submitted by the Company to the Secretary of State, who may in case of error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every Revenue Account shall be considered as settled at the expiration of three calendar months after the time when the same shall have been submitted to the Secretary of State; but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next Revenue Account or in any subsequent Revenue Account or Accounts, as the Secretary of State may determine.

62. In the Revenue Account shall be entered all such of the moneys to be received by or on behalf of the Company as under the provisions of this Contract are to be treated as received on account of revenue, and also working expenses and all such expenditure of the Company under this Contract and other items as pursuant to this Contract shall be chargeable to account of revenue, including in so far as they are attributable to the period covered by such account—

(1) All expenditure incurred by the Company with the sanction of the Secretary of State, after the opening for the public carriage of passengers of the whole of the unfinished railway, in the management of the Company and the direction and supervision, whether in London, or in India, or elsewhere, of its affairs.

(2) Such proportion of the like expenditure incurred prior to the time when the whole of the unfinished railway shall have been so opened as the mileage of the undertaking for the time being so opened shall bear to the aggregate mileage thereof under construction and so opened.

(3) All expenditure incurred by the Company with the sanction or by the direction of the Secretary of State in keeping the open system in good repair and in good working condition and fully supplied with rolling-stock, plant, ferries, boats, and machinery, except such part, if any of such expenditure as may with the sanction of the Secretary of State be charged to account of capital.

(4) All expenditure incurred by the Company with the sanction of the Secretary of State in keeping the rolling-stock, plant, ferries, boats, and machinery belonging to the open system in good repair and in good working condition.

(5) All expenditure incurred by the Company with the sanction or by the direction of the Secretary of State in the execution of any works of which the cost shall be chargeable to account of revenue.

(6) The cost to the Secretary of State as certified by him of works, acts, and things which shall be executed or done by him under any of the provisions of this Contract, provided that the cost thereof if executed or done by the Company would have been expenditure chargeable to account of revenue.

(7) The costs, so far as not under the terms of this Contract to be borne by the Secretary of State, of providing and maintaining a police force in accordance with the provisions of the 19th section of this Contract for the purposes of the open system.

(8) All moneys from time to time payable under the rules for the time being in force of the State Railway Provident Institution and the Company's Provident Institution respectively to or for the purposes of those institutions as hereinafter mentioned, without being dependent on the amount of either the net earnings or surplus profits of the undertaking.

(9) The charges of the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of the telegraphs and telegraphic appliances of which the Secretary of State shall from time to time allow the Company to have the exclusive use in relation to the open system.

(10) The costs of and incidental to the preparation of the returns and statistics from time to time furnished to the Secretary of State under the provisions hereinafter contained.

(11) So much as ought pursuant to the 25th, 26th, and 69th sections of this Contract from time to time to be charged to account of revenue.

(12) All reasonable legal expenses, whether incurred by the Secretary of State or with his sanction by the Company, in relation to the open system.

(13) All undischarged working expenses, so far as they are attributable to any previous period or periods or are exceptional.

(14) The value of the unserviceable stores of the finished railway mentioned in section 4, and the sums debitable to account of revenue in respect of stores pursuant to the 57th and 58th sections of this Contract.

(15) All such other expenses as the Secretary of State and the Company shall agree to treat as working expenses.

63. The sum remaining in each half-year, after deducting from the gross earnings of the undertaking working expenses and all other charges (if any) to revenue account properly chargeable to that half year, shall be "net earnings," and from such sum shall be deducted such sums (if any) as according to the rules for the time being in force of either the State Railway Provident Institution or the Company's Provident Institution respectively shall from time to time be payable, with the sanction of the Secretary of State, to or for the purposes of either or both of those Institutions, and being contingent on the amount of the net earnings of the undertaking. The amount of earnings remaining after making this payment shall for the purposes of this Contract be "net revenue receipts."

64. The "net revenue receipts" of each half-year shall be applied in the following manner and in the following order:—

(1) In payment to the Secretary of State in rupees of the equivalent, at the prescribed rate of exchange, of the interest (if any) for the half year paid by him to the Company in respect of the debenture capital (if any) paid into the Bank of England pursuant to the 45th section of this Contract.

(2) In payment to the Secretary of State in rupees of the equivalent, at the prescribed rate of exchange, of the interest for the half-year at the rate of 2½ per cent. per annum paid by him to the Company in respect of the capital of 2,000,000*l.* raised and paid into the Bank of England as mentioned in section 43 of this Contract, and also of the interest (if any) for the half-year paid by the Secretary of State to the Company at the rate which may be agreed upon between him and the Company in respect of any additional share capital issued pursuant to the 45th section of this Contract.

(3) In payment to the Secretary of State of the equivalent in rupees at the prescribed rate of exchange of interest for the half-year at the rate of 2½ per cent. per annum on the amount of the sterling equivalent (to be ascertained as provided by the 53rd section of this Contract) of the capital expended by the Secretary of State on the railways of the undertaking up to the date of their transfer to the Company, and also of interest at the rate which may be agreed upon between the Secretary of State and the Company on the amount of any additional moneys contributed by him pursuant to the 45th section of this Contract.

(4) If the aggregate of the "net revenue receipts" attributable to the period commencing on the 1st day of September 1896 and terminating on the 31st December 1896, and to the half-year ending on the 30th June 1897, and thereafter if the aggregate of the "net revenue receipts" attributable to the two half years in any year commencing on a 1st day of July and ending on a 30th day of June shall exceed the aggregate amount of the payments chargeable thereon respectively under the preceding sub-sections of this section, the surplus profits arising from such excess of receipts over payments shall be applied in the first place in the payment in rupee currency, calculated at the rate aforesaid, of so much, if any, of the interest mentioned in the preceding sub-sections as shall be attributable to either of the same two half-years and shall not have been paid under such sub-sections; and the residue, if any, of the same surplus shall belong as to four equal fifth parts thereof to the Secretary of State, and as to the remaining fifth part thereof to the Company, and such remaining fifth part shall as soon as ascertained be paid over to the Company, in India for the purpose of distribution amongst the holders of the shares or stock representing the 2,000,000*l.*, and shall be distributed accordingly.

Provided that in any of the several periods ending the 30th June of each year beginning with the first period ending on the 30th June 1897 and not extending beyond the year ending on the 30th June 1901, the Secretary of State shall be entitled to retain out of the Company's fifth part (if any) of such surplus for the same period a sum not exceeding the equivalent in rupees of the aggregate sterling amounts of further interest attributable to the same periods at the rate of one quarter of one per centum per annum and paid to the Company by the Secretary of State pursuant to the 44th section of this Contract.

Audit and Settlement of certain possible questions.

65. The accounts of the Company in relation to its expenditure and receipts in India, England, and elsewhere shall from time to time be audited on behalf of the Secretary of State by such person or persons as he shall from time to time appoint as

well as onbehalf of the Company, and the Company shall produce to the auditor or auditors so appointed by the Secretary of State all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to him or them all facilities requisite for the performance of his or their duties. Amongst the functions of the auditor or auditors shall be included the duty of seeing that expenditure is charged and revenue applied in accordance with the provisions of this Contract. Any correction made in the accounts by any person or persons who shall be acting as joint auditor or joint auditors on behalf of both the Secretary of State and the Company shall be conclusive. If consequent on the audit of any auditor or auditors acting exclusively on behalf of the Secretary of State the Secretary of State shall require any alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred for final decision to two persons, one to be named by the Secretary of State, and the other to be named by the Company, and in case such two persons shall be unable to agree, then to an umpire to be named by the referees. The costs of any such reference as last aforesaid shall be included in working expenses.

66. If any difference shall arise between the Secretary of State and the Company as to the head of account to which any expenditure of the Company is properly chargeable, the matter in difference, unless under the terms of this Contract to be solely decided or determined by the Secretary of State, shall be referred to the decision of the joint auditor or the joint auditors if the Secretary of State and the Company shall have appointed such an officer or officers, but in case such joint auditor or joint auditors shall not have been appointed, then the matter in difference shall be referred to some person to be jointly appointed for the reference, by the Secretary of State and the Company, and if the Secretary of State and the Company shall not appoint such a person, then to the decision of two persons, one to be named by the Company, and one by the Secretary of State, or failing the agreement of such two persons, then to the decision of an umpire to be named by such two persons. The costs of any reference under this section shall, unless the Secretary of State shall otherwise direct, be included under the same head of account as that to which the expenditure is decided to be chargeable.

67. Of the moneys to be paid to the credit of the Secretary of State as provided by the 48th section of this Contract, such as shall have accrued from the sale of any property not paid for out of revenue on any occasion other than one on which the property sold is replaced by other property of the same or a similar character, shall be treated as received on account of capital; and of all other moneys to be so paid as provided by the 48th section of this Contract, such portions shall respectively be attributed to account of capital and such portions to account of revenue as the Secretary of State shall from time to time determine, having regard in so doing to the principle that receipts from the working of the portion or portions of the undertaking for the time being open for public traffic are, subject to the provisions of this Contract, to be deemed attributable to account of revenue.

68. In case any question shall arise whether any expenditure incurred for the purposes of the undertaking is to be treated in the whole or in part as a charge incurred on Capital Account, or how the same is to be dealt with, the question shall be determined on the general principle that capital is to bear the cost of new works, of additional rolling-stock, plant, and machinery, and of substantial improvements of, and additions to, old works, rolling-stock, plant, and machinery, including the cost of any temporary new work, the construction of which is requisite for the construction of a work properly chargeable to capital, and that the cost of repairs, restorations, renewals, replacements, and substitutions is to be borne by revenue. Provided, nevertheless, that any item of expenditure properly chargeable to capital, in accordance with this principle, on any part of the open system, shall from time to time, if not exceeding Rs. 1,000, be classed as a "minor work" and be charged to working expenses within a maximum aggregate amount in each half year of Rs. 15 per mile of the open system. Provided also, that no portion of the salaries or allowances of any of the Company's permanent supervising staff, although for the time being employed, partly or wholly, in directing or superintending work chargeable to capital, shall, except with the express sanction of the Secretary of State, be charged to capital, and that no expenses connected with the engagement from England, or with the passage from or to England, of any person in the Company's service shall be charged to capital, unless such person shall have been specially engaged to carry out work chargeable to capital, and actually employed upon such work.

Supervision, audit, and control of the Secretary of State and the appointment of a Government Director, &c.

69. In all matters not herein specially provided for relating to the fulfilment and performance by the Company of this Contract, so far as the same is to be fulfilled or performed by the Company, the Company and its affairs shall be subject to the supervision, audit, and control (as well in India as in England) of the Secretary of State. The Secretary of State shall be entitled to make a charge half-yearly for his supervision, audit, and control of the affairs of the Company. The said half-yearly charge shall be a mileage rate not exceeding in any case 40 rupees for every mile of the undertaking so far as for the time being either constructed or under construction. The half-yearly charge to be made by the Secretary of State under this section shall cover a moiety of the salary in

respect of audit of such joint auditor or joint auditors (if any) as aforesaid, and shall, until the whole of the undertaking for the time being shall have been opened for public traffic, from time to time be apportioned between revenue and capital in such manner as that so much of the half-yearly charge as bears the same proportion to the entirety thereof as the length of railways opened for public traffic at the time when the half-yearly charge is made bears to the whole length of railways on which the same charge is to be calculated, shall be charged to account of revenue, and that the residue thereof shall be charged to account of capital. As from the time when the whole of the undertaking for the time being shall have been opened for public traffic the half-yearly charge to be made by the Secretary of State under this section shall be charged to account of revenue exclusively.

70. For the purpose of inspecting the undertaking and the works thereof, either whilst under construction or subsequently, and the stations, rolling-stock, plant, machinery, and stores belonging thereto, and the electric telegraphs and telegraphic appliances for the time being provided under this Contract for the use of the Company, and for the purpose of auditing the accounts of the Company, or otherwise exercising such supervision and control as are intended to be reserved to the Secretary of State by this Contract, the Secretary of State may from time to time appoint such person or persons as he may think proper with such powers as he may consider necessary or expedient, and the Company shall afford every person so appointed all reasonable facilities for the purpose of enabling him to perform the duties entrusted to him by the Secretary of State.

71. The Company shall to the satisfaction of the Secretary of State record and keep in proper books full and particular accounts of all its transactions and proceedings, including full and true minutes of all its meetings, meetings of Directors, communications with India and correspondence, so as at all times to exhibit fully and truly the state of its affairs. The Secretary of State or any person or persons appointed by him in that behalf shall at all reasonable times have free access to all the books, accounts, papers, and documents of the Company relating to the undertaking, with power to call for and make copies of or extracts from the same. The cost of making all such copies and extracts shall be defrayed by the Company, and either charged to revenue or capital exclusively, or apportioned between revenue and capital, as the Secretary of State shall direct.

72. The Secretary of State may from time to time appoint any one person to be a Director of the Company. Such Government Director shall be *ex-officio* a member of all committees appointed by the Board of Directors of the Company or by the Company in relation to the undertaking or any matter connected therewith, and shall have power to exercise at his discretion an absolute veto in all proceedings whatever at the Board of Directors. The said Government Director shall not be removable except by the Secretary of State, and may act by a deputy appointed by the Secretary of State.

Junctions, Running Powers over or for, and other facilities for traffic to or from other Railways.

73. The Secretary of State will, so far as he may from time to time consider it desirable with a view to public convenience that any junction should be formed between any railway forming part of the undertaking and any other railway, and that such junction should be effected by the Company, endeavour from time to time to obtain for the Company on reasonable terms powers to form such junction, and will, so far as he may from time to time consider it desirable, with a view to the public convenience, that the Company should in continuation of the service of trains on any railway forming part of the undertaking run trains on any other railway, endeavour to obtain for the Company on reasonable terms and conditions power to do so. If and as often as the Company intend to form between any railway forming part of the undertaking and any other railway any junction which the Secretary of State shall have sanctiond to be made by the Company, the Company shall signify to the Secretary of State its intention to form the junction, and this Contract shall thenceforth be read and take effect as if such junction were a part of the undertaking, except that no junction shall be deemed to be part of the undertaking, so as to give rise at any time to any question whether the whole of the undertaking shall or shall not have been opened for the public carriage of passengers or of animals or goods.

74. The Company shall from time to time, upon the requisition of the Secretary of State, allow the use of the undertaking or any part or parts thereof for the passage of engines and trains from or to other railways of the same gauge upon the payment of reasonable tolls and under reasonable conditions and restrictions.

75. The Company shall from time to time, upon the requisition of the Secretary of State, allow upon reasonable terms and conditions the use for other railways of any such rolling-stock appropriated or belonging to the undertaking as shall not for the time being be required for the purposes of any part of the undertaking, or for any other operations of the Company under this contract.

76. The Company shall from time to time, upon the requisition of the Secretary of State, make reasonable arrangements for the interchange of traffic and rolling-stock and for through booking between the undertaking or any part thereof and other railways, and the Secretary of State shall to the extent of his powers require the managers of such other railways to co-operate in making similar arrangements on the requisition of the Company,

77. The Company shall from time to time, upon the requisition of the Secretary of State, allow the use of any of the stations belonging to the undertaking for the accommodation of the traffic of any other railway upon the payment of reasonable tolls and other reasonable conditions and restrictions, and also upon reasonable terms make such alterations and additions as may in the opinion of the Secretary of State be necessary or convenient for the purposes of such accommodation.

78. The Company shall from time to time upon the requisition of the Secretary of State, allow any junction to be formed between any railway forming part of the undertaking and any other railway on reasonable terms and conditions.

79. The Company shall comply with all regulations from time to time prescribed by the Secretary of State for clearing through traffic with other railways.

Miscellaneous Provisions.

80. The Company shall not alter, vary, or add to its Memorandum or Articles of Association during the continuance of this contract, in such a way as to affect or prejudice the operation thereof, without the sanction of the Secretary of State.

81. The Company shall not during the continuance of this contract without the sanction of the Secretary of State in writing first obtained, engage in or carry on any business other than the business provided by this contract to be carried on by the Company.

82. The Secretary of State shall promote the passing by Her Majesty's Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this contract or any extension or variation thereof, and will support all necessary arrangements for compounding the transfer duties on shares or stock of the Company under the Stamp Act, 1891.

83. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the undertaking or the profits thereof of any Act of Her Majesty's Indian Legislature for the time being in force, and the Company and the undertaking and its equipment shall be subject to the provisions of every such Act, and no claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the undertaking or the profits thereof of any treaty, convention, or agreement for the time being in force between the Secretary of State and the Government of any allied tributary or foreign state and the Company and the undertaking and its equipment shall be subject to the provisions of every such treaty, convention, or agreement as mentioned in this section.

84. The Company shall not, without the consent of the Secretary of State, acquire, either absolutely or for any limited estate, any land situate in the dominions of any allied tributary or foreign state or any rights or easements in, over, or in respect of any land so situate. The expression "land" as regards the operation of this section includes mines, minerals, buildings, easements in or over lands, and generally all hereditaments of every description and of whatever nature or tenure, whether corporeal or incorporeal. This section shall not apply to any land of which possession may be given to the Company by the Secretary of State.

85. No communication or negotiation of any description or in respect to any matter shall, unless with the sanction and under the supervision of the Secretary of State, be made or conducted by or on behalf of the Company to or with the Government of any allied tributary or foreign state, or with any officials of any such Government.

86. The Company shall from time to time prepare and furnish to the Secretary of State such returns and statistics as to traffic and otherwise as the Secretary of State may from time to time require, and such returns and statistics shall be prepared in such form and under such heads and divisions and with such details as the Secretary of State shall from time to time prescribe. The cost of preparing such returns and statistics and incidental thereto shall be included in working expenses.

87. The Company shall at any time, upon the requisition of the Secretary of State, establish and thenceforth maintain out of contributions from revenue and on terms to be agreed upon between the Secretary of State and the Company, reserve funds for the purposes of insuring property, whether appropriated to the undertaking or in the custody of the Company as carriers of passengers and goods, or in any other capacity, against damage by fire and of making good deteriorations of permanent-way and rolling-stock. No part of any such reserve funds for the time being subsisting shall be applied to any purpose without the sanction of the Secretary of State.

88. The Company may and, if required by the Secretary of State so to do, shall establish on terms to be approved by the Secretary of State a Provident Institution for the benefit of servants of the Company, and thenceforth maintain and manage the institution so established under rules and regulations to be approved by the Secretary of State, which rules and regulations shall be subject to be varied from time to time as he shall approve.

89. The Company shall, if required by the Secretary of State, maintain and manage the State Railway Provident Institution for the benefit of the Government servants, members thereof, employed upon the undertaking, upon such terms and under such rules and regulations as shall from time to time be approved by the Secretary of State.

90. Any notice, determination, decision, direction, requirement, requisition, appointment, certificate, or expression of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this contract or any of the powers or provisions herein contained shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under Secretaries or his Assistant Under Secretary or by a Secretary of Her Majesty's Indian Government, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this section.

91. The Company shall at all times during the continuance of this contract keep an office established at some place in India to be determined from time to time by the Secretary of State, and shall keep at the said office an authorised agent or committee of agency with whom the Secretary of State and Her Majesty's Indian Government or any officer or officers deputed on behalf of the Secretary of State or Her Majesty's Indian Government may communicate on affairs concerning this Contract, and the duties and liabilities of the parties hereto under this contract, and to whom the Secretary of State and Her Majesty's Indian Government and such officer or officers as last aforesaid may respectively pay moneys for the use or on behalf of the Company, and all drafts drawn and receipts given by the said agent or committee of agency or under his or their authority on behalf of the Company in relation to this contract, or to any payment made or matter arising under or out of or by virtue of this contract, shall be binding on the Company, and every notice to be given to the Company (save any notice with respect to the termination of this contract under the subsequent provisions hereof) shall be sufficiently given if left at the said office or personally served on the said agent or any member of the said committee of agency.

92. The Company shall not in respect of the performance or fulfilment by it of its duties and obligations under this Contract be entitled by any implication of law to remuneration as for services rendered by it to the Secretary of State.

Determination of the Contract and Provisions to come into effect thereon.

93. The Secretary of State may, if this Contract shall not have been previously determined, determine the same either on the 31st day of December 1921 or on the 31st day of December of any succeeding tenth year by giving to the Company in England not less than 12 calendar months' previous notice in writing of his intention in that behalf. The Secretary of State may also, if default be made by the Company in duly paying any sum or sums payable by the Company under the 45th section of this contract, or in the construction and completion in conformity with this Contract of any part of the undertaking or any of the stations or other works thereof, or in the due equipment pursuant to this Contract of the undertaking or any part thereof with rolling-stock, plant and machinery, or in case there shall be any breach on the part of the Company (whether by act, omission, or default) of any of the stipulations or provisions of the Contract, or in case the undertaking shall at any time in the opinion of the Secretary of State be in course of gross mismanagement by the Company, or in case the undertaking as a whole shall at any time be worked at a loss as shown by the revenue account and have been so worked for not less than three half-years continuously down to the time at which the Secretary of State shall give to the Company the stipulated notice of determination under this present power, determine this Contract by giving to the Company in England six calendar months' previous notice in writing of his intention in that behalf.

94. Upon the day on which this Contract shall be determined the Company shall relinquish to the Secretary of State all land of which he shall have allowed the Company possession under or for the purposes of this Contract (except such land as may previously have been relinquished to him or sold with his sanction), together (by way of inclusion, not of exception) with the stations, station-yards, offices, warehouses, houses for employés, conveniences, ferries, rails, machinery, fixtures, and plant, then erected or being on the land to be relinquished under this section or in anywise belonging to the undertaking or part thereof, and also deliver to the Secretary of State possession of any office in England of the Company, and also relinquish or deliver to the Secretary of State all rolling-stock, boats, moveable machinery, plant, and articles belonging or appropriated either as regards purposes of construction or working or otherwise to the undertaking or any part thereof, or any of the works or adjuncts thereof, and the then existing stock of stores appropriated whether for purposes of construction, working, or otherwise to the undertaking, or to any of the works or adjuncts thereof, or to the equipment thereof, and all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with or with the construction or maintenance of the undertaking or any part thereof, or any of the works or adjuncts thereof, and any electric telegraphs, telegraphic appliances, and other property belonging to the Secretary of State and then in the possession of the Company in reference to this Contract, including all furniture and tenant's fixtures appropriated to the office in England of the Company, and generally all property, whether real or personal and whether in England or India or elsewhere, then in the possession or power of the Company which shall be or have been acquired or paid for by

or with money supplied to the Company by the Secretary of State. The Company shall also on the day on which this Contract shall be determined refund to the Secretary of State all such of the moneys previously supplied by him to the Company under the 50th section of this Contract as shall then remain unexpended with the sanction of the Secretary of State and shall make over to the Secretary of State any such reserve funds as aforesaid then existing under this Contract, subject to any terms which may have been agreed upon under the 87th section hereof. The Company shall at the cost of the Secretary of State execute or procure to be executed any such assurances as he shall reasonably require to be executed for the purpose of giving full effect to the previous provisions of this section. Provided always, that the Secretary of State shall leave to the officials of the Company the use of the offices and books of the Company for such reasonable time as may be necessary for the winding up and dissolving the Company, and distributing the funds hereinafter referred to amongst the persons thereto entitled.

95. The Secretary of State shall be entitled to the benefit of and shall indemnify the Company against all such Contracts entered into with his sanction by the Company as shall be subsisting at the time of the determination of this Contract.

96. The determination of this Contract shall not prejudice the rights of either of the parties hereto as against the other of the parties hereto in respect of any covenant herein contained which may be broken prior to the determination hereof or which may continue or be in force after such determination.

97. Upon the relinquishment, delivery of possession, delivery, payment, or making over to the Secretary of State by the Company in conformity with the 94th section of this Contract of all the particulars and property therein respectively provided to be relinquished, delivered possession of, delivered, refunded, or made over by the Company, the Secretary of State shall become bound to indemnify the Company, its property and effects against all such debts and liabilities (if any), including liabilities on debentures, as it may have incurred with the sanction of the Secretary of State and as shall be then subsisting.

98. Upon the determination of this Contract under any of the provisions herein contained the Secretary of State shall out of the revenues of India pay to the Company in London, for the purpose of distribution amongst the holders of the shares or stock representing the 2,000 000*l.*, and the same shall be distributed accordingly, an amount in sterling equal to the said sum of 2,000,000*l.* paid by the Company as aforesaid, and also (for the purpose of distribution amongst the holders of the shares of stock of the Company representing such further amount, which shall be distributed amongst such holders accordingly), an amount, also in sterling, equal to the aggregate of such further sum or sums of money (if any other than and beyond any sums paid in respect of the said sum of 2,000,000*l.*) as shall have been paid by the Company into the Bank of England to the credit of the Secretary of State pursuant to this Contract and shall be represented by share capital or stock. Provided nevertheless that the Company shall not be entitled under this section to receive any money unless or until it shall in substance have performed and discharged its duties and obligations under the 94th section of this Contract.

Provision if Railways are not transferred on 1st September 1896.

99. If on the 1st day of September 1896 the Company shall not have been in a position to accept and take over the finished and unfinished railways, and to proceed with the working, construction, equipment, and maintenance thereof in accordance with the provisions of this Contract, the Secretary of State and the Company may agree to postpone the actual transfer of the said railways to the Company until some later date to be agreed upon between them, and in such case the Secretary of State may continue during the period between the 1st day of September 1896 and the actual transfer of the said railways to work, construct, equip, and maintain the said railways. Provided always that the Company shall be deemed to have taken over the said railways on the 1st day of September 1896, and all moneys expended by the Secretary of State during such period as aforesaid in working, constructing, equipping, and maintaining the said railways or otherwise in connection therewith shall be deemed to have been supplied by him to and expended by the Company with his sanction, and all moneys received by him during such period as aforesaid from the working of the said railways or otherwise in connection therewith shall be deemed to have been received by him on behalf of the Company, and all accounts for such period shall be kept in accordance with the provisions of this Contract so far as circumstances will permit, and be settled and adjusted between the Secretary of State and the Company on or as soon as conveniently may be after the actual transfer of the said railways to the Company.

Arbitration.

100. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any

section or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, or the liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators, one to be appointed by each party, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

APPENDIX Q.

This Indenture, made the 12th day of April 1897, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "The Secretary of State") of the one part, and THE ASSAM-BENGAL RAILWAY COMPANY, LIMITED (hereinafter called "The Company") of the other part, and *supplemental* to an Indenture * dated the 26th day of April 1892, and made between the parties hereto. (hereinafter referred to as the principal Contract), being a contract for the construction, maintenance, management, and working of the Assam-Bengal Railway.

WHEREAS by clause 43 of the principal Contract it was amongst other things agreed that whenever the moneys supplied to the Company in London and in India for expenditure on the projected railway other than as therein mentioned should exceed the equivalent in rupees of the sum of £1,500,000, and further moneys should be required for completing and equipping the projected railway or for any other purposes sanctioned by the Secretary of State and chargeable to account of capital, the Secretary of State should at his option either contribute them or enable the Company to raise them by the issue of debentures, in such manner, with such guarantee by the Secretary of State, and generally on such terms as should be agreed upon between the Secretary of State and the Company.

AND WHEREAS the Company has, with the sanction of the Secretary of State, under and in pursuance of the provisions of a contract † dated the 4th day of July 1895, raised the sum of £515,385, by the issue of debentures for the nominal amount of £500,000 for the term of seven years from the date of such debentures, and bearing interest at the rate of 3 per cent. per annum.

AND WHEREAS further moneys being required for completing and equipping the projected railway, the Secretary of State has authorised the Company to raise the same by the issue of debentures, in such form as is contained in the schedule hereto, for the nominal amount of £300,000, to run for the term of eight years from the date of such debentures, or for such longer period as may be agreed upon as therein mentioned, bearing interest at 2½ per cent. per annum, the principal and interest being guaranteed by the Secretary of State to the Company as hereinafter appearing.

AND WHEREAS the Secretary of State may from time to time hereafter authorise the Company to raise further moneys, by the issue of debentures, for the purpose of completing and equipping the projected railway or for any other purposes sanctioned by the Secretary of State and chargeable to account of capital.

AND WHEREAS it is desirable that the provisions hereinafter contained should be applicable to the said debentures for £300,000 so to be issued as aforesaid, and also to any further issue of debentures by the Company with the sanction of the Secretary of State.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:—

1. The moneys to be raised by the Company by the said debentures for £300,000 and also by any future debentures to be hereafter issued with the sanction of the Secretary of State, shall when raised, be forthwith paid into the Bank of England to the credit of the Secretary of State, but no such further debentures shall be issued except subject to such regulations and upon such terms and conditions and in such form as may be approved by the Secretary of State.

2. The Secretary of State will, as often as and when the half-yearly or other interest payable in respect of the said debentures for £300,000, so to be issued as aforesaid, or in respect of any further issue of debentures as aforesaid, or in respect of any portion of the said debentures respectively, shall become due, pay in London in sterling out of the revenues of India to the Company the aggregate amount of such interest as a fund to meet and provide for the payment of such interest to the persons entitled thereto; and will, on the respective days on which the principal moneys secured by such debentures shall be thereby or in pursuance thereof respectively appointed to be paid, and so as duly to provide for the payment of such principal moneys to the persons entitled thereto when respectively due, pay in London in sterling out of the revenues of India to the Company the amount of the principal sums payable on such respective days; and the moneys so to be paid to the Company under this clause shall be paid to and received by it as trustee for the respective bearers for the time being of the said debentures, and shall be placed by the Company in the Lloyds Bank, Limited, or some other bank to be hereafter agreed upon, to an account to be called "The Assam-Bengal Railway Debenture Account," and shall be applied in the respective payments of such

* Printed as Appendix J to Part II of the Administration Report on Indian Railways for 1892-93.
† *Vide* Appendix K to this Report.

interest and principal accordingly and to no other purpose. Provided always, that the Secretary of State shall not be bound to pay any principal or interest purported to be secured by any of the said debentures for £300,000, or any further debentures to be hereafter issued as aforesaid, in any case in which moneys shall have been advanced to the Company by any person or persons on the security of a debenture, but such person or persons shall have permitted the debenture to remain in the possession of the Company and shall not have claimed and actually taken up the same. In any such case the moneys so advanced to the Company shall be carried to the account of "capital not bearing interest," and in case any interest shall have been paid by the Secretary of State to the Company on or in respect of such debenture, the interest so paid shall be repaid to the Secretary of State. Provided also, that in every case in which a debenture shall have been taken up, and the holder thereof shall not within 12 calendar months after the principal moneys secured thereon shall have become payable, have applied for the payment of such moneys, then such moneys shall be carried to the account of the Secretary of State, and in every case in which any interest secured by a like debenture shall be unclaimed for 12 calendar months after the same shall have become due, such interest shall also be carried to the account of the Secretary of State. And the Secretary of State hereby undertakes to indemnify and hold harmless the Company against all claims made in respect of principal secured by any debenture or interest in respect thereof after the money advanced thereon shall have been so carried to the account of "capital not bearing interest," and in respect of interest which shall have been so repaid by the Company to the Secretary of State, and also against all claims in respect of principal or interest on debentures which shall have been taken up, but which shall have been so carried to the account of the Secretary of State as being unclaimed within 12 calendar months of the due date of payment, and generally against all liability incurred or to be incurred by the Company by reason of their acting on the foregoing provisoes.

SCHEDULE.

No._____ Value. _____

THE ASSAM-BENGAL RAILWAY COMPANY, LIMITED.

TWO AND A HALF PER CENT. (2½%) DEBENTURE.

Issue of 300,000*l.* Two and a Half per Cent. Debentures, divided as follows:—
Debentures Nos. 1 to , both inclusive, of £ each.
Debentures Nos. to , both inclusive, of £ each.

The Assam-Bengal Railway Company, Limited, hereby binds itself and its assigns to the bearer of this Debenture to pay the principal sum of _____ pounds upon the 13th day of April 1905 (or on any such later date as may be agreed on between the bearer hereof and the Company, such agreement to be evidenced by a memorandum to be endorsed hereon and signed on behalf of the Company by two Directors and the Secretary of the Company for the time being, and by one of the Under Secretaries of State for India or by the Assisant Under Secretary of State for India), on presentation and delivery up of this Debenture to Lloyds Bank, Limited, of No. 72, Lombard Street, London, E.C., or other the bankers for the time being of the Company, and in the meanwhile and until the said 13th day of April 1905, or such later date agreed on as aforesaid, on which date for payment interest will cease to run, to pay interest half-yearly on the said principal sum at the rate of two pounds ten shillings per centum per annum, on the 13th day of October and the 13th day of April in each year, as expressed in the annexed coupons, on presentation and delivery up to the said bankers of the said coupons respectively.

This Debenture is issued subject to the conditions endorsed hereon.

Dated this 13th day of April 1897.

_____ } Directors.
_____ }
_____ Secretary.

Payment to the Company of the principal and interest payable by it in accordance with the provisions of this Debenture, is guaranteed by the Secretary of State for India in Council out of the Revenues of India, under and by virtue and on the terms of and in manner appearing by an Agreement dated the _____ day _____ 1897, between the Secretary of State and the Company.

_____
Under Secretary of State for India.

CONDITIONS.

1. The bearer of this Debenture will be entitled to the principal and interest moneys hereby secured, free from any equities between the Company and the original or any intermediate holder hereof.

2. Payment to the bearer hereof of the principal sum hereby secured, and payment of any instalment of interest to the bearer of the coupon relating thereto, shall in each case effectually discharge the Company from all liability in respect of the money so paid, and the Company shall not be affected by notice of any claim thereto by any person other than the person to whom payment is hereby authorised.

3. Annexed to this Debenture are sixteen coupons, each providing for the payment of a half-year's interest, and such interest will be payable only on presentation of the coupon referring thereto, in accordance with the provisions of this Debenture.

THE ASSAM-BENGAL RAILWAY COMPANY, LIMITED.
2½ % DEBENTURE No.

coupon for a half year's Interest payable at Lloyds Bank, Limited, or other the Bankers for the time being of the Company, subject to the provisions of the Debenture and the conditions endorsed thereon.	No. Due £ Less Income Tax. *Secretary.*

APPENDIX R.

This Indenture, made the 9th day of June 1897, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "The Secretary of State") of the one part, and THE DELHI UMBALLA KALKA RAILWAY COMPANY, LIMITED (hereinafter called "The Company"), of the other part.

WHEREAS these presents are intended to be supplemental to an *Indenture dated the 12th day of February 1889, and made between the Secretary of State of the one part and the Company of the other part, being a contract for the construction and completion of the Delhi Umballa Kalka Railway by the Company, and for handing over the same when completed to the Secretary of State, to be worked by him, either through a working agency or through State agency, for the period, in the manner, and upon the terms in the same Indenture respectively declared and contained (which Indenture is hereinafter referred to as the principal Contract); and also to an †Indenture dated the 19th day of March 1890, and made between the same parties, which was to be read and construed as part of the principal Contract, and which sanctioned the borrowing by the Company of the sum of 300,000*l.* on debentures bearing interest at 4 per cent. per annum; and also to an ‡Indenture dated the 19th day of December 1895, made between the same parties, and modifying in favour of the Company the proportion to be retained by the Secretary of State of gross receipts to be derived from the working of the said railway.

AND WHEREAS the said railway is being worked by the East Indian Railway Company under the provisions of a Contract§ dated the 24th day of January 1889, and made between the Secretary of State of the one part and the East Indian Railway Company of the other part, which was appended by way of schedule to the principal Contract.

AND WHEREAS under the combined operation of the 24th clause of the principal Contract, and the 14th clause of the last recited Contract, the rates and fares for the carriage of goods and passengers to be charged over any portion of the said railway situate between Delhi and Umballa Cantonment Station were to be such as should from time to time be agreed upon between the Secretary of State and the East Indian Railway Company, not being greater than the maximum rates and fares nor less than the minimum rates and fares for the time being respectively in force on the East Indian Railway, and the apportionment of through rates for traffic passing over the said railway to and from the East Indian Railway was to be subject to agreement between the Secretary of State and the East Indian Railway Company.

AND WHEREAS the capital of the Company consists of 800,000*l.* ordinary stock and of 300,000*l.* 4 per cent. debenture stock.

AND WHEREAS the North-Western State Railway, which runs through the said Umballa Cantonment Station, affords access to Delhi from Umballa *viâ* Ghaziabad, a station on the East Indian Railway, but the distances from Umballa by that route to Ghaziabad and to Delhi respectively are longer than those by the said railway.

AND WHEREAS arrangements have been made between the East Indian Railway Company and the Manager of the North-Western State Railway for the conveyance of through traffic and of traffic to and from Delhi over the said Delhi Umballa Kalka Railway and the North-Western State Railway respectively upon terms under which traffic between Umballa and Ghaziabad, and between Umballa and Delhi is carried by the North-Western State Railway route, at the same rates as are charged for traffic carried between the said places respectively by the Delhi Umballa Kalka Railway route, such rates being fixed according to the mileage of the Delhi Umballa Kalka Railway route.

AND WHEREAS the Company have complained to the Secretary of State, that in consequence of the arrangements so made between the East Indian Railway Company and the North-Western State Railway, traffic that would otherwise have passed over the shorter route of the Delhi Umballa Kalka Railway is excluded from the said railway and that the receipts of the Company are thereby diminished.

AND WHEREAS the Secretary of State, in order to remove all ground of complaint on the part of the Company in consequence of the arrangements made as hereinbefore recited between the East Indian Railway Company and the North-Western State Railway with regard to the traffic on their respective railways and the Delhi Umballa Kalka Railway, and to settle all matters in dispute, has agreed to make such a concession to the Company as is hereinafter contained.

NOW THIS INDENTURE WITNESSETH that in pursuance of the said agreement and in consideration of the premises it is hereby agreed and declared as follows:—

1. The Secretary of State shall during the future continuance of the principal Contract, supplement the net earnings of the Company for the year ending the 31st

* Printed as Appendix J to Part II of the Administration Report on Indian Railways for 1888-89.
† *Vide* Appendix J to this Report.
‡ Printed as Appendix N to Part II of the Administration Report on Indian Railways for 1895-96.
§ Printed as Appendix H to Part II of the Administration Report on Indian Railways for 1888-89.

December 1896, and for each succeeding year, by such a sum as may be required to enable the Company to pay a dividend at the rate of 3¼ per cent. on the said ordinary capital of 800,000*l.*, after payment of the annual interest on all debentures, debenture stock, or loans, for the time being subsisting, issued or raised with the sanction of the Secretary of State solely for the requirements of the Delhi Umballa Kalka Railway as now constituted.

2. From and after the time when any advance shall have been made by the Secretary of State to the Company under the preceding clause the surplus net earnings (if any) of the Company for each year in excess of the amount required for payment of such dividend as aforesaid of 3¼ per cent. per annum shall be divided between the Secretary of State and the Company in equal shares until such advance and any further advances so made as aforesaid by the Secretary of State, together with simple interest thereon at the rate of ¾ per cent. per annum from the date of each such advance respectively, shall by means of such surplus net earnings have been repaid to the Secretary of State. Subject to the repayment to the Secretary of State by the means aforesaid of such advances and interest, the said surplus net earnings shall belong to the Company.

3. Provided always, that no advances made by the Secretary of State under clause 1 shall be deemed to be included in the yearly profit derived by the Company from the said railway for the purpose of ascertaining the amount payable to the Company on the termination of the principal Contract under clause 43 thereof, and that nothing herein contained shall be deemed to alter or vary the rights of the Secretary of State and the Company respectively under the principal Contract and the other Contracts to which these presents are expressed to be supplemental.

APPENDIX S.

This Indenture, made the twenty-second day of July 1897, between the SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and the SOUTH INDIAN RAILWAY COMPANY, LIMITED, of the other part, WHEREAS under the provision contained in clause 10 of an *Indenture dated the 24th day of November 1890 and made between the SECRETARY OF STATE IN COUNCIL OF INDIA of the one part and THE SOUTH INDIAN RAILWAY COMPANY, LIMITED, of the other part, the Secretary of State in Council of India has called upon the said Company to work the line of Railway between Mayavaram and Mutupet. NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows :—

1. In this agreement, unless there is something repugnant thereto in the subject or context, the following words and expressions shall have the following meanings :—

"The Secretary of State" means the Secretary of State in Council of India.

"The Company" means the South Indian Railway Company, Limited.

"The Mayavaram-Mutupet Railway" means the line of Railway extending from Mayavaram on the South Indian Railway to Mutupet.

"The Undertaking" means the South Indian Railway, purchased by the Secretary of State, and includes any other Railways or parts of Railways handed over to or left in the possession of the Company on the 1st day of January 1891, or which may have been or may be handed over to or left in the possession of the Company after the aforesaid date, in accordance with the provisions contained in the hereinbefore mentioned contract dated the 24th day of November 1890, and made between the Secretary of State of the one part and the Company of the other part.

"Gross Receipts" means and includes all receipts from Coaching and Merchandize traffic, and from the carriage of mails, and the use of the telegraphs and all other sums received in respect of rents and tolls on bridges, and from all other sources the receipts from which are generally treated as revenue on Indian Railways.

"Capital Expenditure" means and includes the cost of New Works, plant and machinery, and of substantial improvements of, and additions to, old works, permanent way, plant and machinery, including the cost of any temporary New Work the construction of which is requisite for the construction of a work properly chargeable to Capital. Provided nevertheless that any item of expenditure properly chargeable to Capital in accordance with this principle shall from time to time, if not exceeding ₹1,000, be classed as a "Minor Work" and be charged to Revenue expenditure within a maximum amount in each half-year of ₹15 per open mile of Railway, and provided that if at any time the old rails and fastenings originally laid be replaced by new rails and fastenings the difference in cost between such old and new materials shall be borne by Capital, and provided also that no portion of the salaries or allowances of any of the Company's permanent supervising or other administrative Staff although employed for the time being partly or wholly in directing or superintending work chargeable to Capital shall, except with the express sanction of the Secretary of State, be charged to Capital, and that no expenses connected with the engagement or passage from or to England of any person in the service of the Company shall be charged to Capital unless such person shall have been specially engaged to carry out work chargeable to Capital, and been actually employed upon such work.

"Revenue Expenditure" means and includes the same percentage of the gross receipts of the Mayavaram-Mutupet Railway as that of the gross receipts of the Undertaking which the Company shall expend in accordance with its rules in force from time to time on working and maintaining the whole of the Undertaking, including any lines which the Company work and maintain from time to time with the addition of the costs of making good any damage affecting the said Mayavaram-Mutupet Railway due to any extraordinary casualty, or otherwise as provided for in clause 2 of this agreement, and also the payment for the use of the Company's rolling-stock of a sum of 5 per cent upon the gross receipts of the Mayavaram-Mutupet Railway for each half-year as provided for in clause 3 hereof, and with the addition also of all sums to be

* Printed as Appendix O to Part II of the Administration Report on Indian Railways for 1890-91.

charged or debited to the Mayavaram-Mutupet Railway on account of the Capital expenditure by the Company at the joint stations as provided for in clause 12 hereof.

"Working Expenses" means and includes the expenses incurred by the Secretary of State or by the Company with the sanction of the Secretary of State in or about or in connection with the management, maintenance, and working of the Undertaking and Railways worked and maintained by the Company, with the exception of the costs of making good any damage affecting the Mayavaram-Mutupet Railway due to any extraordinary casualty, or otherwise as provided for in clause 2 hereof, and also the payment for the use of the Company's rolling-stock as provided for in clause 3 hereof, and excluding also all sums to be charged or debited to the Mayavaram-Mutupet Railway on account of the Capital expenditure by the Company at the joint stations as provided for in clause 12 hereof.

"South Indian Railway through traffic" means all traffic of the South Indian Railway between places on the South Indian Railway on either side of Mayavaram or Tiruvallur and therefore only passing through one of those Stations.

"Mayavaram-Mutupet Railway through traffic" means all traffic of the Mayavaram-Mutupet Railway between places on the Mayavaram-Mutupet Railway on either side of Tiruvallur and therefore only passing through that Station.

"Cross Traffic" means all traffic passing over the Mayavaram-Mutupet Railway but not originating or terminating on that line.

"Interchanged traffic" as regards Mayavaram Junction, means all traffic booked or invoiced between Stations other than Mayavaram on the South Indian Railway and other than Mayavaram on the Mayavaram-Mutupet Railway, and as regards Tiruvallur, all traffic booked or invoiced between Stations other than Tiruvallur on the South Indian Railway and other than Tiruvallur on the Mayavaram-Mutupet Railway.

"South Indian Railway local traffic" means all traffic booked or invoiced between Mayavaram or Tiruvellur and any Station on the South Indian Railway.

"Mayavaram-Mutupet Railway local traffic" means all traffic booked or invoiced between Mayavaram or Tiruvallur and any Station on the Mayavaram-Mutupet Railway.

2. On and from the 2nd April 1894, the date on which the Mayavaram-Mutupet Railway was opened by the Company for public traffic, the Company shall be deemed to have maintained and shall maintain such Railway in good repair and in good working order and condition. Provided always, that the costs and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall have been or be necessary to make good damage caused by the ordinary wear and tear incident to the use and working of the said Railway and the works in connection with the same by the Company, and the conveyance of traffic thereon by the Company and not further or otherwise, and the Company shall not bear nor be put to any cost or expense for, or in respect of, any repair, restoration, renewal or replacement necessary to make good any damage that may have occurred to the said Railway and works or any portion thereof, which may have been or be due to extraordinary casualty affecting the said Railway and works, or to any cause other than the ordinary wear and tear of a Railway incident to the use and working thereof and the conveyance of traffic thereon, and to the occurrence of which the Company shall not have in any way contributed by any act, neglect or default of their own.

3. The Company further undertake to provide sufficient rolling-stock for the movement of traffic over the Mayavaram-Mutupet Railway in consideration of the payment of a sum of 5 per cent. upon the gross receipts of the Mayavaram-Mutupet Railway for each half-year.

4. The Company shall charge such rates and fares for the carriage of passengers and goods over any portion of the Mayavaram-Mutupet Railway as shall from time to time be agreed upon between the Company and the Secretary of State, such rates and fares not being greater than the maximum rates and fares, nor less than the minimum rates and fares, for the time being respectively in force on the Undertaking.

5. The Company shall keep, in rupee currency, a distinct and separate account of the gross receipts derived from the working of the Mayavaram-Mutupet Railway. Such account shall be made up half-yearly to the 30th day of June, and the 31st day of December in each year, and shall be regularly submitted by the Company to the Secretary of State who may audit the same and correct any error which may be discovered therein. The Company shall also within three calendar months after each of the said half-yearly days, render to the Secretary of State a summary of the said account for the half-year ending on such half-yearly day.

6. The said gross receipts shall, at such times and in such manner as the Secretary of State may from time to time direct, be paid without deduction into any such Treasury of the Government of India as the Secretary of State may approve. The Revenue expenditure shall be adjusted on the monthly accounts of the Mayavaram-Mutupet Railway in accordance with the results of each month's working and final adjustment made

at the end of each half-year to bring it into accord with the result of that half-year's working.

7. The Company shall execute such new works as are chargeable to Capital Expenditure in accordance with the provisions contained in clause 1 hereof and as may from time to time be necessary, after having first obtained the sanction of the Secretary of State for so doing and the cost of all such works shall be borne by the Secretary of State in accordance with the last mentioned provisions as to Capital Expenditure.

8. The Secretary of State shall provide and maintain such a Police force as the Company with the approval of the Secretary of State, shall from time to time require. The cost of providing and maintaining this force shall be defrayed in the following manner; that is to say, three-tenths, shall be borne by the Secretary of State and the remaining seven-tenths shall be included in working expenses.

9. The Company shall arrange with the Secretary of State or otherwise for the supply and maintenance of the requisite telegraphs, and the costs of the supply of such telegraphs shall be borne by the Secretary of State, and all payments on account of the rental and maintenance thereof shall be chargeable to working expenses; and the necessary equipment of the telegraph offices at stations together with any additions thereto which may from time to time be found necessary shall be provided, furnished and equipped by the Company at the expense of the Secretary of State.

10. The Secretary of State shall provide free of cost for the Company any land that may at any time be required for the purposes of the Mayavaram-Mutupet Railway.

11. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Mayavaram-Mutupet Railway or the business thereof, or any of the matters, or things, included or referred to in this agreement, so as at all times to exhibit fully and truly the state of its affairs in relation thereto in the same manner as prescribed in the aforesaid contract of the 24th day of November 1890, and made between the Secretary of State and the Company.

The Company shall for the above purposes maintain a separate journal and ledger, and shall also furnish all the returns required by Government including the following *viz.* :—

Weekly—

(*a*) Approximate statements of traffic.
(*b*) Audited statements of traffic.

Monthly—

(*c*) Capital Accounts.
(*d*) Return of grants, receipts and expenditure.

Half-yearly—

(*e*) Capital and revenue accounts for the half-year.

Yearly—

(*f*) Six months' estimates.
(*g*) Revised and budget estimates, capital.
(*h*) Revised and budget estimates, revenue.
(*i*) Finance accounts capital and revenue.

12. The Mayavaram-Mutupet Railway shall be debited with an annual rental or charge of $4\frac{1}{2}$ per cent. per annum upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent-way, and other works solely used by the said Mayavaram-Mutupet Railway at the joint stations at Mayavaram and Tiruvallur.

There shall also be an annual rental or charge of $4\frac{1}{2}$ per cent. per annum upon the total amount of all capital outlay expended by the Company upon buildings, sidings, permanent way, and other works jointly used by the Company and the Mayavaram-Mutupet Railway at the aforesaid joint stations at Mayavaram and Tiruvallur; and the same shall be distributed and debited as follows :—*viz.*, $\frac{1}{5}$th of the said rental or charge shall be treated as the proportion to be borne by the Company in consideration of the South Indian Railway through traffic and $\frac{1}{10}$th shall be debited to the Mayavaram-Mutupet Railway in consideration of the Mayavaram-Mutupet Railway through traffic at Tiruvallur, and of the remainder of the said rental or charge there shall be debited to the Mayavaram-Mutupet Railway a share proportional to the weight which its traffic (cross, local and interchanged) bears to the total weight of traffic (cross, local and interchanged) of the said joint stations, and the residue shall be treated as the proportion to be borne by the Company in respect of its traffic other than through traffic.

13. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any section or thing herein contained, or the construction hereof, or any matter connected with these

presents or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators, one to be appointed by each party, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

14. This contract shall remain in force until either party gives to the other twelve months' previous notice of their intention to terminate the same, such notice to expire on the 31st day of December in any year.

APPENDIX T.

This Indenture, made the 1st day of October 1897, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY (duly incorporated by Act of Parliament) of the other part, and supplemental to an Indenture* made between the same parties, and dated the 24th September 1884, and also supplemental to an Indenture† made between the same parties and dated the 5th October 1893, which is hereinafter referred to as the Godhra-Rutlam Contract.

WHEREAS by the Indian Guaranteed Railways Act, 1879, the parties hereto are authorised and empowered to enter into contracts for the purposes hereinafter expressed.

AND WHEREAS a line of railway has been constructed on behalf and at the cost of the Secretary of State, extending from Rutlam, a station on the Rajputana-Malwa Railway, to Nagda (hereinafter called the Rutlam-Nagda Railway); and on the 11th day of May 1896 the Secretary of State handed over to the Company the said Rutlam-Nagda Railway, and all land, works, plans, specifications and working drawings of the works, and other equipments (but with the exception of the telegraphs and all telegraphic appliances used on the said railway, which remain vested in the Secretary of State), on the understanding that the said railway should be maintained, managed, and worked by the Company as if it had formed part of the Godhra-Rutlam Railway referred to in the Godhra-Rutlam Contract, upon the terms and conditions therein expressly or by reference contained.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed as follows :—

1. As on and from the 11th day of May 1896 clauses 1, 3, 4, 5, 6, and 7 of the Godhra-Rutlam Contract shall be read and acted on as if the Rutlam-Nagda Railway were included in and formed part of the Godhra-Rutlam Railway therein defined.

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* Printed as Appendix J to Part II of the Administration Report on Indian Railways for 1884-85.
† Printed as Appendix J to Part II of the Administration Report on Indian Railways for 1893-94.

APPENDIX U.

This Indenture, made the 22nd day of November 1897, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (herein-after called "the Secretary of State") of the one part, and the EAST INDIAN RAILWAY COMPANY (herein-after called "the Company") of the other part.

WHEREAS these presents are supplemental to an * Indenture dated the 22nd day of December 1879, and made between the Secretary of State of the one part and the Company of the other part (herein-after referred to as the principal Contract), being a Contract as to the maintenance, management, and working of the undertaking (therein defined) of the Company, and whereby it was (amongst other things) agreed that the Secretary of State might require the Company to construct and work any auxiliary or branch railway in connection with any railway forming part of the undertaking, as part of the undertaking, upon such terms and conditions as might in each case be agreed upon; and also supplemental to an † Indenture dated the 26th day of February 1896, and made between the Secretary of State of the one part and the Company of the other part (herein-after referred to as the Debenture Contract), being a Contract supplemental to the principal Contract relating to moneys to be raised by the Company by debentures to be thereafter issued with the sanction of the Secretary of State.

AND WHEREAS it is proposed to construct, on a route to be determined by the Secretary of State, a line of railway from the Moghul Serai station on the East Indian Railway, through Dehree, to the Gya station on the same railway, with all necessary and proper works and equipments incidental thereto.

AND WHEREAS the Secretary of State has intimated to the Company that he is prepared, under the power in that behalf reserved to him under the principal Contract, to require the Company to construct and work the said proposed railway as part of their undertaking, and the Company have agreed to do so on the terms and conditions hereinafter contained.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. In this Contract the expression "the new railway" means and includes the said proposed railway and the appurtenances thereof, including all necessary and proper stations and station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works, together with any alterations, improvements, and additions thereto made under the provisions of this Contract.

Construction.

2. The Secretary of State shall from time to time provide to the Company the land which he shall consider requisite for the construction of the new railway as well as for quarrying, ballast, brickfields, and kindred purposes connected with the said construction.

3. The new railway shall be a single line of 5 feet 6 inches gauge, but with bridge foundations for a double line, on a route to be selected and determined by the Secretary of State, and shall be constructed by the Company so as to make all necessary and proper provision for the due working of the same, and the permanence and protection thereof from injury by inundation, tempest, or otherwise, and shall as regards permanent-way, station accommodation, and general structural character be equal in all respects to the most approved standard of the East Indian Railway, so that it may be worked by the rolling-stock in general use on that railway, and so that it may not require special or undue maintenance. The Company shall provide such preliminary surveys, designs, specifications, and estimates of costs as shall be required to satisfy the Secretary of State as to the most suitable alignment for the new railway and the probable cost thereof and the traffic thereon. The designs, specifications, and estimates in relation to the construction or execution of the new railway and stations and other works so prepared shall be subject to the approval of and modification by the Secretary of State, and when so approved, with or without modification, shall be binding on the Company.

4. The Secretary of State shall from time to time notify to the Company the route of the new railway, so far as such route shall from time to time have been determined by him.

5. The Secretary of State shall have power to determine the situation and dimensions of all stations, station-yards, offices, warehouses, houses for employés, conveniences, and works to be constructed in connection with or as part of the new railway.

* Printed as Appendix B to Part II of the Administration Report on Indian Railways for 1880-81.

† *Vide* Appendix L to this Report.

6. The Company shall, on the provision by the Secretary of State of the land required for the construction of the new railway, proceed with due diligence in such construction in accordance with plans and specifications approved as aforesaid, and as part of the undertaking mentioned in the principal Contract. The Company shall conduct the work of construction, and the expenditure and all other business connected therewith, in accordance with the system in force on the undertaking for the construction of works chargeable to capital, and all such work and business shall be carried out in like manner under the supervision and authority of the Company's agent and engineers and other officers, subject to the control of the Secretary of State. If the Company shall neglect to proceed with the construction of the new railway or any part thereof with due diligence, or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the undertaking and construct the new railway or any such part thereof.

Police during Construction.

7. The Secretary of State shall provide and maintain at the cost exclusively of the Company, such a force of police as, with the approval of the Secretary of State, the Company shall require for the protection of so much of the new railway as shall for the time being be in course of construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid on demand from time to time to the Secretary of State by the Company, and shall be deemed to be part of the cost of construction chargeable to capital.

Accounts of Cost of Construction.

8. The Company shall from time to time furnish the Secretary of State with accounts of the expenditure for the construction of the new railway, together with suitable reports of the progress and condition of the works.

Moneys for Cost of Construction to be raised by Debentures.

9. For the purpose of providing the moneys required to meet the cost of the construction of the new railway the Company may, with the sanction of the Secretary of State, issue debentures to such amount, and subject to such regulations, and upon such terms and conditions, and in such form as may be approved by the Secretary of State, and all moneys so raised shall be subject to the provisions of the Debenture Contract.

Land.

10. Any land that may be provided under this Contract by the Secretary of State and handed over to the Company shall be held by the Company upon the like terms and conditions as are by the principal Contract prescribed in respect of lands to be provided thereunder for the purposes of the undertaking, and the value of such land shall be entered in the capital account of the Company kept by them in respect of the undertaking.

Opening of the new Railway.

11. From time to time, when and so often as an inspecting officer of the Secretary of State duly authorised in that behalf shall have certified that the whole or any portion of the new railway has been constructed in accordance with the provisions herein contained, and is in direct communication with the East Indian Railway, and is ready and fit for the conveyance of passengers and goods, the Company shall prepare and furnish to the Secretary of State, at their own expense, a specification describing the nature and quality of the whole or such portion as aforesaid of the new railway, and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent-way, stations, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the new railway or such portion thereof as aforesaid has been constructed, together with plans and working drawings of the same and of the land provided by the Secretary of State for the purpose of the new railway. Such specifications, plans, and working drawings (herein referred to as documents) shall be submitted to the agent of the Company in India, and when finally accepted by him shall be signed by him or the chief engineer of the Company on behalf of the Company, and by the consulting engineer of the Government of India or other officer duly authorised in that behalf to act on behalf of the Secretary of State, in testimony of the new railway or such portion thereof as aforesaid having been completed in all respects in accordance with the terms of this Contract, and shall be retained by the Company. The said plans and specifications shall from time to time be revised and completed up to date as occasion shall require.

12. Upon such documents being signed in manner aforesaid, such part of the new railway as is comprised or referred to in th said documents shall be handed over to the Company and be opened for public traffic.

New Railway to form part of Undertaking.

13. The new railway shall form part of the undertaking of the company within the meaning of the principal Contract, and the provisions of that Contract shall, save so far as the same may be inconsistent with the provisions contained in these presents, apply thereto accordingly.

Branch to Palamow.

14 The Company shall if and when required by the Secretary of State construct as part of their undertaking a branch railway from some point on the new railway near Dehree, to be determined by the Secretary of State, to some place on or near the Palamow coalfield to be determined by him, and work such railway as part of the undertaking, and (if required by the Secretary of State) in communication with any railway administration which may thereafter link in with it from the south, and in the absence of or subject to any other agreement between the Secretary of State and the Company relating thereto the provisions of this Contract and of the principal Contract shall apply to the said branch and the construction thereof as though the same formed part of the new railway.

Facilities to other Railways and Through Rates.

15. The Secretary of State reserves the right, in case the said branch to Palamow shall be constructed under clause 14 hereof, to grant, and the Company will, on the request of the Secretary of State, allow to the administration which for the time being works the Oude and Rohilkund Railway running powers between Moghul Serai and Palamow, or any station on the said branch to Palamow, and in case the new railway, or any part thereof, shall form part of any new through line between Moghul Serai and Calcutta which may hereafter be constructed, whether along the route known as the grand chord or otherwise. then running powers over the whole of the new railway, or so much thereof as shall form part of any new through line as aforesaid, on the following terms, that is to say :—

(*a*) Through rates for all classes of traffic conveyed by the said administration on to or off the said Oude and Rohilkund Railway under any of the running powers reserved by this clause to be fixed by the said administration, such rates not being higher than the maximum or lower than the minimum fixed by Government for the various classes of traffic on the said Oude and Rohilkund Railway ; and

(*b*) The said administration to pay to the Company 80 per cent. of the gross earnings for all traffic conveyed by the said administration over any of the lines of the Company under any of the running powers by this clause reserved.

16. In through booking of traffic between any station on the Oude and Rohilkund Railway, or other railway connected with it (other than the East Indian Railway), and any station on or beyond the new railway, the mileage rates charged by the Company and the administration which for the time being works the Oude and Rohilkund Railway over their respective portions of the route shall not be higher than are charged for their own traffic when carried on their own lines for distances similar to the total through distance.

Arbitration.

17. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case, not herein specially provided for, any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents, or any clause or thing herein contained or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree or the matter in difference shall be referred to arbitration in accordance with the provisions contained in the 61st clause of the principal Contrcat.

APPENDIX V.

This Indenture, made the 2nd day of March 1898, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE BENGAL DOOARS RAILWAY COMPANY, LIMITED, of the other part. WITNESSETH, and it is hereby agreed and declared as follows :—

Interpretation of Terms.

1. In this Contract, unless there is something repugnant in the subject or context—
"The Secretary of State" means the Secretary of State in Council of India.
"The Company" means the Bengal Dooars Railway Compay, Limited.
"The principal Contract" means an *Indenture, dated the 27th April 1891, and made between the Secretary of State of the one part and Octavius Steel and Robert Ross Waller of the other part.
"The existing railway" means all the railways, including the ferries connected therewith, now belonging to and held and worked by the Company upon the terms and under the provisions contained in the principal Contract.
"The extensions" means the following railways which are to be constructed in connection with and extension of the existing railway along routes to be sanctioned by the Secretary of State between the following points, that is to say :—
(1) From the Malbazar station on the existing railway to Hantupara.
(2) From the Dam Dim station on the existing railway to Bagrakote.
(3) From Bagrakote to a point, to be sanctioned by the Secretary of State, about 1½ miles from the colliery called the Daling Coal-fields, if the Company shall agree with the Secretary of State to construct such line.
(4) From the Deomoni Hat station on the existing railway to Lalmonir Hat.
"Gross receipts" means and includes all receipts from the coaching and merchandise traffic, and from the carriage of mails, and the use of telegraphs, and tolls on bridges or ferries, and from all other sources the receipts from which are treated as revenue on Indian railways generally.
"Net earnings of the extensions" means the gross receipts of the extensions after deducting therefrom the working expenses of the same and all other charges properly chargeable to the revenue account thereof; or, in case the said extensions shall be taken over and worked by the Secretary of State under clause 9 hereof, the 60 per cent. of the gross earnings payable to the Company under clause 17, without any deduction in respect of income tax payable to the Government of India in respect thereof.

Concessions granted, and Conditions applicable thereto.

2. The Secretary of State shall, subject to the conditions herein expressly or by reference to the principal Contract contained, grant to the Company with respect to the extensions and the stations and depôts thereto belonging, and the construction, maintenance, and user thereof, concessions similar to those agreed to be granted by the 1st, 2nd, 3rd, and 4th paragraphs of the 1st clause of the principal Contract with respect to the railway therein mentioned, and the stations and depôts thereto belonging, and the construction, maintenance, and user thereof. Provided that the rates for the carriage of materials and stores for the extentions shall be those at present charged on State railways worked by the State for construction materials and stores. Provided also, that if and so often as the route for the time being sanctioned by the Government of India of all or any of the extensions shall pass through land in or near a tea-growing district, for the acquisition of which by the Government the owners, lessees, or occupiers shall demand an excessive price, the Government of India may require the Company to alter such route. The Government of India shall be the sole judge as to whether the price demanded for any such land as aforesaid is or is not excessive, and the opinion of that Government on any such question shall be conclusive and binding on the Company.

3. The several conditions contained in the 2nd, 3rd, 4th, 6th, and 9th paragraphs of the 2nd clause of the principal Contract shall extend and apply to the said extensions and the sidings, stations, buildings, and works connected therewith, and the engines, rolling-stock, and equipment thereof, and the user, working, and administration thereof by the Company, in the same manner and to the same extent as though the said extensions formed part of the railway therein mentioned, and the Company shall duly observe and perform all and every of such conditions.

* Printed as Appendix K to Part II of the Administration Report on Indian Railways for 1891-92.

Construction and Maintenance of Extensions.

4. The Company shall commence the construction of the extensions within six months from the date hereof, and shall raise the necessary capital within the same period, or such period as the Secretary of State may approve; and shall within the period of three years from 30th June 1898 complete in every respect ready for opening and working for traffic, with all necessary plant, buildings, and rolling-stock, and shall (subject to the provisions hereinafter contained for the taking over and working of the Company's lines by the Secretary of State through the agency of the Eastern Bengal State Railway) subsequently maintain to the reasonable satisfaction of the Secretary of State the extensions with either single or double tracks on the metre gauge along routes to be sanctioned by the Government of India (all which extensions shall in general structural character conform in all respects with the standard dimension of railways in India constructed on the metre gauge). Provided that as regards the extension from Bagrakote to a point near to the Daling Coalfield this section shall not apply until the Secretary of State and the Company shall agree to the said extension being constructed by the Company, in which case the time prescribed for the raising of the necessary capital and for the completion of that extension shall be calculated from the date of such agreement.

Sanction to Capital Expenditure of Company.

5. All moneys proposed to be expended by the Company on account of the said extensions or in pursuance of this Contract and chargeable to account of capital shall from time to time be stated and submitted to the Secretary of State for his sanction, and as between the Company and the Secretary of State shall be allowed only so far as the same shall from time to time have been sanctioned by the Secretary of State.

Accounts and Exchange.

The Company shall keep (separate from the accounts of the existing railway) a capital account of each of the said extensions and a revenue account of the said extensions and all such other accounts as between the Company and the Secretary of State in relation thereto as the Secretary of State shall from time to time require. Complete accounts shall be kept in India in rupee currency; nevertheless, accounts shall be kept in England in sterling money of expenditure and receipts of the Company elsewhere than in India in relation to the said extensions and to this Contract, but such accounts shall be incorporated in the Indian accounts of the Company, and all books and documents connected therewith shall at all reasonable times be open to inspection by an officer appointed on that behalf of by the Secretary of State, and such officer shall have power to take copies of or extracts from any documents other than and except communication between the Company and their legal advisers.

7. For the purposes of the incorporation provided for in the last preceding section of this Contract, and for all the purposes of this Contract requiring the conversion of sterling money into rupees, the conversion shall be made at the "prescribed rate of exchange," that is to say, at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half-year ending either on the 30th day of June or the 31st day of December next preceding the time at which the conversion is required to be made, and so that if the conversion is to be made in the first six calendar months of the then current calendar year the half-year shall end on the 31st day of December, and if it is to be made in the last six calendar months of the then current calendar year the half-year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half-year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half-year shall be made at the average rate obtained during that half-year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller-General at Calcutta. Provided also, that actual cash remittances shall be converted at the rate of exchange at which such remittances are actually made.

8. In addition to the actual cost of constructing and equipping the extensions and other costs chargeable to capital under the provisions of this Contract, the Secretary of State shall recognise as properly chargeable to the capital account kept under this Contract—

(*a*) A sum not exceeding 2½ per cent. on the nominal capital actually issued for the purposes of this Contract, to cover, first, all charges actually incurred in raising such capital, and, secondly, all other preliminary expenses incidental to this Contract, exclusive of expenditure on surveys.

(*b*) Interest at a rate not exceeding 4 per cent. per annum on the nominal capital actually raised for the purposes of this Contract until the completion of the extensions, or until the 30th June 1901, whichever shall be the earlier date.

(*c*) The costs of maintaining the said extensions after the same shall be opened for traffic throughout to the end of the half-year following that in which the line or any section of the line is so opened.

Provided that if any such capital is raised by the issue of share capital, the payment of interest thereon shall be subject to the restrictions and conditions imposed by the Indian Railways Act, 1894, and by the constitution of the company. Provided also, that any prospectus issued for the purpose of raising any capital for the purposes of this Contract shall state that this provision does not imply that the Secretary of State either anticipates that the profits of the extensions will amount to 4 per cent. on the capital expended thereon, or holds any opinion as to such profits.

Handing over Railways to Secretary of State, and Working thereof.

9. If the Company shall require the Secretary of State to take over and work the existing railway and the extensions, the Company shall, when and so soon as an inspecting officer acting on behalf of the Secretary of State shall have certified that all the said extensions have been constructed in accordance with the provisions herein contained, and have been opened for or are ready and fit for the conveyance of passengers and goods, and that the existing railway and the extensions are equipped to his satisfaction with rolling stock to the value of ₹6,000 per mile, submit to the Secretary of State for his approval a specification, to be prepared by and at the expense of the Company, of the existing railway and the extensions, describing the nature and quality of the railways and works, and setting out fully the general details of the construction of the same as regards earth-works, bridges, ballast, permanent-way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the lines have been constructed, and also an account showing the capital money expended on the existing railway and on the extensions. Such specification and account, when approved by the Secretary of State, shall be signed by the Consulting Engineer of the Government of India or other officer duly authorised in that behalf to act on behalf of the Secretary of State, and by the agent of the Company in India or other officer duly empowered to act on behalf of the Company. The said specification and account shall from time to time be revised as occasion shall require. The Company shall at the same time deliver to the Secretary of State certified copies signed by the Agent of the Company in India of all the plans and working drawings of or relating to the said railways. As soon as may be after such specification and account aforesaid shall have been so approved and signed as aforesaid the Company shall make over to the Secretary of State the said railways, to the intent that such parts thereof as have not previously been opened for public traffic may be so opened and that the whole may be worked in manner hereinafter mentioned.

10. The Secretary of State shall accept the said railways when made over as aforesaid, and shall forthwith open for public traffic such parts thereof as have not previously been opened for such traffic.

11. If the Company shall under section 9 of this Contract require the Secretary of State to take over and work the existing railway and the extensions, the Secretary of State shall keep or cause to be kept in rupee currency in India distinct and separate accounts of the gross earnings derived by him from the working of the said existing line and of the said extensions respectively, or of such part or parts as shall for the time being be open for public traffic; such accounts shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and summaries thereof respectively shall be rendered to the Company in India within three months after such half-yearly days respectively.

12. The Secretary of State shall keep or require to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the accounts aforesaid, and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford and require to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription, and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement is notified to the Secretary of State within 60 days after the receipt by the Company of the summaries aforesaid for any half-year) duly verify or require to be verified the accounts for such half-year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the provision for arbitration hereinafter contained.

13. Every summary of account with respect to which, or to the accounts on which it is based no such written requirement as aforesaid shall have been delivered to the Secretary of State within 60 days after the receipt by the Company of the said summary aforesaid shall be deemed to be conclusively settled between and shall be binding upon the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half-year in which the error shall be discovered or for any subsequent half-year.

14. The Secretary of State shall thenceforth until such day as may be agreed upon between him and the Company, or until he shall have previously exercised any of the powers in the principal Contract or these presents contained for taking over or purchasing

the existing railway and the extensions, work and (except as herein otherwise provided) maintain the said railways through the agency of the Eastern Bengal State Railway upon the terms and subject to the provisions hereinafter expressed.

15. All the business connected with the management and maintenance of the said railways, and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall, during the time the same are being worked by the Eastern Bengal State Railway, in all respects as far as practicable be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Eastern Bengal State Railway, and the Company shall not interfere or be concerned with such business.

16. The Company shall, during such times as the said railways shall be worked by the Eastern Bengal State Railway, be liable to provide funds for making good all damage to the said railways and works which shall be due to extraordinary casualty affecting the same, of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital. Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration under the provision for arbitration hereinafter contained, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses, it shall be borne by the Company and be charged to the capital account of the existing railway or the extensions as the case may require, and such decision shall be binding on the Company.

17. Out of the gross receipts to be derived from working the said railways by the Secretary of State through the agency of the Eastern Bengal State Railway, the Secretary of State shall in each half-year retain 40 per cent; which shall be in full satisfaction and remuneration for the use of all necessary rolling-stock and machinery (other than fixed machinery), in addition to that provided by the Company, and for working, managing, and (except as herein otherwise provided) fully and efficiently maintaining, renewing, and upholding the existing railways, extensions, stations, station yards, sidings, crossing places, bridges, viaducts, ferries, offices, warehouses, houses for employés, plant, rolling-stock, fixed machinery, conveniences and works, and the remaining 60 per cent. of such gross receipts for each half-year shall, subject to the deduction of any income tax payable in respect thereof to the Government of India, be paid over by the Secertary of State to the Company in India in rupees. Provided always, that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause to any of the purposes for which the Company are, under this Contract, bound to provide the funds and also to deduct from any such moneys all moneys, if any, which shall for the time being be owing to the Secretary of State by the Company under this Contract, or which the Company ought to have paid but shall have failed to pay into any Government Treasury in India.

Tolls and Fares.

18. The Company or the Eastern Bengal State Railway (as the case may be) shall carry over the several extensions, goods, parcels, baggage, passengers, livestock, minerals, and all other articles for which conveyance may be demanded over the extensions, and after the opening of the extensions, or after the 30th day of June 1901, whichever is the earlier date, over the existing railway, at the rates respectively mentioned or referred to in the schedule hereto.

19. The rates for goods of every description, livestock, minerals, and other articles conveyed from or to stations between Teesta East Bank Station (opposite Julpigoree) and Lalmonir Hat, or either of such last named stations, and booked through to or from any station on the Eastern Bengal State Railway, shall be divided between the Company and the Eastern Bengal State Railway in mileage proportions.

20. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the said railway roadways for foot passengers, cattle, or carts or other vehicles, the Company or the Eastern Bengal State Railway, as the case may be, shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Government of Bengal.

Alterations, Improvements, and Additions.

21. The Secretary of State may from time to time give notice in writing to the Company and when the Eastern Bengal State Railway is working the extensions to the Eastern Bengal State Railway on behalf of the Company, of any reasonable alteration, improvement or addition which may in his opinion be required to be made in or to any part of the extensions or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public, or for meeting the development of traffic on or for the effectual working of the said railways or otherwise and which is estimated to cost more than R1,000. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of said works. Any land

provided under the provisions of this section shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the extensions or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the extentions; and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively be in the like relative positions in respect to such works as they respectively would have been in if the said works had been part of the original works of the extensions. On receiving any notice under this clause the Company shall with all reasonable speed, but subject to the proviso hereinafter contained, execute the said works, or if such notice be given during the time when the extensions are being worked by the Eastern Bengal State Railway shall provide the Secretary of State with all the moneys required for the execution and completion thereof, and if and so often as the Company shall fail or neglect to execute any works which under this clause they are liable to execute, or to provide any moneys which under this clause they are liable to provide, the Secretary of State shall be at liberty, by himself or through the Eastern Bengal State Railway, to provide all or any of the moneys required for the said works, and to expend the same in the execution of such works; and the Company shall from time to time on demand pay to the Secretary of State, or into such Government treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work estimated to cost more than Rs. 10,000 required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the extensions or any part thereof, in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained; and the Company shall not be bound to execute the works or provide the funds therefor until an award on such reference is made unholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be borne in such manner as the arbitrators shall award, and if and so far as such cost shall be directed to be borne by the Company the same shall be charged to the capital account of the Company relating to the extensions.

22. The cost of works the execution of which shall be required under the preceding clause shall be dealt with as follows:—

(*a*) All such works costing more than Rs. 1,000 shall be charged to the capital account of the Company relating to the extensions.

(*b*) Petty works costing not more than Rs. 1,000 each shall be charged to the revenue account relating to the extensions, and shall be met, if incurred during the time when the extensions are being worked by the Eastern Bengal State Railway, from the sum allowed to such railway for the maintenance and working of the same. Provided always, that if for any half-year the aggregate expenditure on petty works on the said extensions shall exceed 20 rupees per mile open, such excess shall be charged to the capital account relating to the extensions, and shall be met by the Company.

Audit.

23. The accounts of the Company in relation to its expenditure and receipts in India, England, and elsewhere on capital account shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If, consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State, the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit shall be defrayed by the Company and included in the capital account.

Forfeiture of Concession and taking over and purchase of the Extensions and existing Railway by the Secretary of State.

24. In the event of the Company being unable or failing to commence work or to raise the required share capital as provided in clause 4 (it being hereby declared that the Secretary of State shall be the sole judge as to whether the capital has been subscribed and raised and the work commenced within the meaning of this clause), it shall be lawful for the Secretary of State by notification published in the *Calcutta Gazette* to declare all the rights and privileges conferred on the Company by these presents to be forfeited,

and all such rights and privileges shall thereupon cease and lapse, and the Company shall have no claim on the Secretary of State for expenses incurred by them in regard to the extensions or anything done by them under or in reference to this Contract.

25. In the event of the extensions, or any of them, not being completed and ready for opening and working for traffic within the period of three years from the 30th June 1898 (or in the case of the extension from Bagrakote to a point near the Daling Coalfield within three years from the date of the agreement mentioned in section 4), it shall be lawful for the Secretary of State to take over the said extensions, or such of the extensions as shall not be completed and ready for opening as aforesaid, on payment to the Company in India in rupees of the sum representing the actual sum expended with the sanction of the Secretary of State to the date of the publication of the notification herein mentioned on the construction of such of the extensions as are so taken over, and upon the publication by the Secretary of State in the *Calcutta Gazette* of a notification of his intention to exercise the aforesaid right, the rights and privileges granted by these presents in relation to such of the extensions as are so taken over shall absolutely cease and lapse, and on payment by the Secretary of State to the Company of such sum as aforesaid the Company shall forthwith surrender and deliver up to the Secretary of State such of the extensions as are so taken over with all and every the equipment, buildings and property belonging thereto.

26. In the event of the Company failing at any time after the date fixed for the completion of the extensions to work the existing railway and the extensions for six consecutive months, it shall be lawful for the Secretary of State to take over the whole undertaking of the Company upon the terms and in the manner provided by clause 5 of the principal Contract, which clause shall for the purpose aforesaid henceforth be read and applied as though the extensions formed part of the undertaking therein mentioned.

27. From and after the date hereof clause 6 of the principal Contract (except so far as it relates to the consideration for the purchase of the existing railway, with the plant, buildings, stores, and rolling-stock, and everything connected therewith, and to the giving up of possession thereof to the Secretary of State) shall be annulled and be replaced by the provisions following (that is to say) :—

(1) The Secretary of State shall have the right of purchasing the existing railways and the extensions, plant, buildings, stores, rolling-stock, and everything connected therewith, on the 31st day of December 1919, and on the 31st day of December of any succeeding seventh year, upon declaring his intention so to do in writing not less than twelve calendar months previously.

(2) The consideration for the purchase of the extensions, with the plant, buildings, stores, and everything connected therewith, shall be a cash payment to the Company in England out of the revenues of India in sterling of a sum equal to 25 years' purchase of the average of the net earnings of the said extensions during the last preceding five years. Provided always, that such sum shall not exceed by more than 20 per cent. the total capital expenditure and capital liabilities of the Company in sterling as expended on the said extensions or incurred with the sanction of the Secretary of State, and shall in no case be less than such total capital expenditure and capital liabilities in sterling so expended or incurred as aforesaid.

(3) The cash payment aforesaid shall carry interest at the rate of 6 per cent. from the date of purchase, and upon payment thereof in full the Company shall give up possession of the purchased property to the Secretary of State.

28. Provided always, that the Secretary of State shall be at liberty to deduct from any money payable by him to the Company under the provisions contained in either of the two last preceding sub-clauses, any moneys then owing to him by the Company, or which the Company ought to have paid but shall have failed to pay into any Government Treasury in India.

Arbitration.

29. If in any case, not herein specially provided for, any dispute question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or the principal Contract, or any clause or thing contained in, or the construction or operation of, or any matter connected with, or the rights, duties, or liability of either party, under or in relation to these presents or the principal Contract, then and in every such case the matter in difference shall be referred to two arbitrators, one to be appointed by each party pursuant to and so as with regard to the mode and consequences of the reference and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

Saving of Principal Contract.

30. The principal Contract shall, except so far as the same is modified by the provisions of these presents, continue to be binding upon the Secretary of State and the

Company respectively, to the same extent and in the same manner as such Contract was binding upon them respectively, immediately before the execution of these presents.

SCHEDULE.

PART I.

Rates and Fares chargeable.

(1) *On the Extensions* (a) *from Malbazar to Hantupara*; (b) *from Dam Dim to Bagrakote*; (c) *from Bagrakote to a point near the Daling Coalfields (if and when constructed).*

(2) *On the existing Railway after the opening of all the extensions or after the 30th June 1901, whichever shall be the earlier date.*

The Maximum rates and fares chargeable for goods (other than food grains, salt, coal for construction, working, and maintenance, and construction and revenue stores), passengers (other than third-class passengers), carriages, horses, luggage, and parcels shall be the maximum rates and fares mentioned in the Third Schedule of the principal Contract, and shall, save as hereinafter provided, be subject to the conditions therein stated; provided that such maximum rates and fares shall not be reduced as therein provided until the gross receipts of the two extensions to which this part of the present schedule applies, and of the existing railway shall in any one year have reached 12 per cent. on the capital outlay of such extensions and the existing railway.

The rates for food grains, salt, coal for construction, working, and maintenance, and construction and revenue stores shall not exceed the maximum or be less than the minimum herein mentioned; that is to say,—

	Maximum. Pies per Maund per Mile.	Minimum. Pies per Maund per Mile.
Food grains, salt, and coal for construction, working, or maintenance	$\frac{1}{8}$	$\frac{1}{10}$
Construction and revenue stores (excluding coal)	0·1725	$\frac{1}{10}$

The maximum fares chargeable for third-class passengers shall be three pies per mile.

Such last-mentioned maximum rates and fares shall not be subject to reduction under the proviso contained in the Third Schedule of the principal Contract or in this schedule.

PART II.

The rates and Fares chargeable on the Extension from Deomoni Hat to Lalmonir Hat.

The rates and fares for passengers and goods shall not exceed the maximum or be less than the minimum hereinafter mentioned; that is to say,—

(*a*) PASSENGER FARES.

	Maximum. Pies per Mile.	Minimum. Pies per Mile.
First Class	18	12
Second Class	9	6
Intermediate Class	$4\frac{1}{2}$	3
Third Class	3	$1\frac{1}{2}$

	Maximum. Pies per Mile.	Minimum. Pies per Mile.
Carriages, single carriage	42	30

	Maximum. Pies per Truck per mile.	Minimum. pies per Truck per mile.
Two or more carriages on one truck . .	54	42

	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses, single horse	24	18

	Pies per 50 Miles or portion thereof.	Pies per 50 Miles or portion thereof.
Dogs, each	96	48

Luggage, parcels, and bullion. The rates passed at the Railway Traffic Conference of 1893.

(*b*) GOODS RATES.

	Maximum. Pies per Maund per mile.	Minimum Pies per Maund per mile.
Fifth Class .	1	
Fourth Class	$\frac{5}{6}$	
Third Class	$\frac{2}{3}$	$\frac{1}{6}$
Second Class	$\frac{1}{2}$	
First Class .	$\frac{1}{3}$	
Special Class	$\frac{1}{3}$	$\frac{1}{10}$
Explosives .	$1\frac{1}{2}$	$\frac{1}{6}$

The rates, fares, and provisions mentioned and contained in the Third Schedule to the principal Contract shall not apply to the rates and fare chargeable on the extension mentioned in this part of the present schedule.

APPENDIX W.

Agreement of 1874 WITH HIS HIGHNESS THE GAEKWAR for the maintenance and working of the Meagaum and Dubhoe Railway.

1. All communications, between the Baroda Durbar and the Bombay, Baroda and Central India Railway Company under this agreement, shall pass through the Resident at Baroda and the Consulting Engineer for Railways to the Government of Bombay, who shall, for the purposes of this agreement, undertake the same general duties with respect to the Meagaum and Dubhoe line as are entrusted to him with respect to the railways under the control of the Bombay Government, and take the orders of Government when necessary.

2. The Baroda Railway Company shall be subject in all respects with reference to the Dubhoe railway to the same control by the Bombay Government as they are over their own line; it being understood that, so far as the Baroda Railway Company are concerned, the word "Government" when used in this agreement means the Government of Bombay.

3. Any additions or alterations to the works, rolling-stock, plant or furniture of the Dubhoe railway which may be required for the due completion and equipment of the line, or which may from time to time be found necessary, shall be carried out by or at the cost of His Highness the Gaekwar.

4. The Baroda Railway Company shall maintain and work the Gaekwar's railway under this agreement from 17th April 1874, until 30th December 1874, and shall have the entire control of the trains and traffic arrangements, appoint all necessary staff, and provide all necessary labour and materials for the proper and efficient maintenance and working of the railway, and charge the actual cost thereof to His Highness the Gaekwar.

5. The Baroda Railway Company shall be responsible for the collection of all the revenue appertaining to the Gaekwar's railway, including such rents as may be charged under the Company's rules to any of their servants occupying dwelling-houses, the property of His Highness the Gaekwar, and shall pay the same into the Government treasury to the credit of the revenue account, Meagaum and Dubhoe railway.

6. The Baroda Railway Company shall furnish the Durbar, through the Resident and Consulting Engineer, with a weekly return of the approximate earnings of the Dubhoe railway (Form A*), and at the close of each half-year with a full account both of receipts and expenditure under detailed heads (Form B*) to be settled between the Consulting Engineer and the Railway Company.

7. Advances shall be made by the Bombay treasury to meet the cost of working the Dubhoe railway and debited to the revenue advance account of the branch. The Agent shall prefer a separate monthly requisition for cash (Form C*), for the Dubhoe railway. The account as between Government and His Highness the Gaekwar shall be finally adjusted at the close of each half-year as soon as possible after the revenue account is rendered, and the balance in favour of or against His Highness the Gaekwar shall then be paid over to him or by him as the case may be.

8. The fares to be charged for passenger traffic shall be fixed from time to time by His Highness the Gaekwar.

9. The goods classification shall be the same as that in force for the time being on the Baroda railway, but the general scale of the goods rates shall be subject to the approval of His Highness the Gaekwar.

10. For the present the fares and rates for local passengers and goods traffic shall be as under:—

Passengers.

Upper Class, 8 pies per mile.
Lower „ 4 do.

Goods.

Special Class,	8	pies	per ton per mile.
1st	„ 10		do.
2nd	„ 15		do.
3th	„ 21		do.
4th	„ 30		do.
5th	„ 42		do.

and one month's notice shall be given by His Highness the Gaekwar, through the Resident, to the Baroda Railway Company of any alteration he may desire.

11. Rates for parcels and miscellaneous traffic shall be the same as those charged on the Baroda railway.

* Not attached to the agreement.

12. Through goods rates shall be fixed by the Baroda Railway Company according to the foregoing scale, or such other scales as may be in force at the time on the two lines, but in special cases a lower through rate may be charged, a mileage proportion of which, after deducting the terminals, shall be credited to the receipts of the branch.

13. The same terminals shall be charged on different descriptions of traffic on the Dubhoe railway, as on the Baroda railway, and they shall be divided as under:—

(*a*) On *bonâ fide* local traffic between Meagaum and Dubhoe, the whole terminal shall be credited to the receipts of the Dubhoe railway.

(*b*) On through traffic between stations on the branch and stations on the Baroda railway, any amount which the Baroda Railway Company may have to pay out for cartage shall first be deducted from the terminal, and half the residue of the terminal shall be credited to the receipts of the Dubhoe railway.

14. The expenses of working the Gaekwar's railway shall be ascertained and paid by His Highness the Gaekwar, as follows:—

(1) *Locomotive.*—A separate account to be kept of all wages and stores for the Dubhoe railway, and of all expenditure in the maintenance of the Gaekwar's rolling-stock and shops, and of any work debitable to the revenue of the branch done for the Gaekwar in the shops of the Baroda Railway Company, and the cost to be charged to His Highness the Gaekwar.

(2) *Traffic.*—A separate account to be kept of all wages and stores for the Dubhoe railway, and the cost to be charge to His Highness the Gaekwar.

The actual cost of working the station or stations at Meagaum at the junction of the Dubhoe railway with the Baroda railway to be divided between His Highness the Gaekwar and the Baroda Railway Company in proportion to the amount of work done for each, which is to be estimated at the close of each half-year, and is to be measured by the amount of traffic, both through and local, dealt with on account of the Baroda railway and Dubhoe railway respectively at Meagaum.

[(3)* *Superintendence.*—A sum equal to 12½ per cent. on the total expenses, but not less than ₹250 per mensem nor more than an average of ₹400 per mensem in the half-year, to be charged to His Highness the Gaekwar, to cover cost of superintendence, including the Resident Engineer, the Locomotive Foreman, the District Traffic Superintendent, general expenses of management, and audit.]

(3) *Superintendence.*—From the 1st January 1880, a sum equal to 12½ per cent. on the total working expenses, but not less than 500 (five hundred) rupees per mensem, nor more than an average of 800 (eight hundred) rupees per mensem, in the half-year, to be charged to His Highness the Gaekwar, to cover the cost of Superintendence, including the Resident Engineer, the Locomotive Foreman, the District Traffic Superintendent, general expenses of management and audit.

(4) *Maintenance of way and works.*—A separate account to be kept of all wages and stores expended on the maintenance of the permanent-way, works, and buildings on the Dubhoe railway, and the cost thereof, together with the salary of an inspector, to be charged to His Highness the Gaekwar.

(5) *Compensation.*—All compensation of any character for loss or damage, or on account of any accident or occurrence on the Dubhoe railway arising from any cause for which a railway company would under the British law be liable, shall if paid by the Baroda Railway Company, be charged to His Highness the Gaekwar.

(6) *Police.*—A separate account to be kept of the wages and stores of the Bombay, Baroda and Central India railway police employed on the Dubhoe railway, and the cost thereof to be charged to His Highness the Gaekwar.

15. All money transactions under this agreement as between Government, His Highness the Gaekwar, and the Baroda Railway Company, shall be in Government rupees, and the Baroda Railway Company are only to accept the British currency in payment of fares and rates.

16. Any question of dispute which may arise in carrying out these arrangements shall be settled by arbitration in a manner to be arranged between Government, His Highness the Gaekwar, and the Baroda Railway Company.

17. The Durbar of Baroda shall pass an Act embodying the main provisions of the Indian Railway Act, with respect to the Dubhoe railway, and the standing regulations of the Baroda Railway Company as approved by the Governor General in Council under the Indian Railway Act, shall apply to the Dubhoe railway. The above Act and regulations shall constitute the law in force on the Dubhoe railway under which offences and actions affecting the Railway Company or their servants shall be tried; all such offences shall be tried by duly constituted Magistrates appointed by His Highness the Gaekwar [† subject to appeal to the Resident, and all Railway Company's servants employed on the Dubhoe railway shall have the protection enjoyed by British subjects]. Provided that all Railway Company's servants employed on the Dubhoe railway who are British subjects shall have a right of appeal to the Agent to the Governor General.

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* Superseded by the revised section printed in larger type—*vide* Government of Bombay, Public Works Department, Railway, Resolution No. 2075, dated 12th August 1880.

† Superseded by the works printed in larger type immediatey after the parentheses—*vide* Government of Bombay, Railway Department, No. 2035, dated 4th November 1884.

APPENDIX X.

This Indenture made the 27th day of December 1883 BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE NIZAM-UL-MULK ASAPH JAH BAHADUR, SOVEREIGN OF THE HYDERABAD STATE, by its duly accredited Representative, the Sirdar Diler Jung Bahadur, C.I.E., now temporarily residing in London, of the first part, and HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS COMPANY, LIMITED, of the second part:

WHEREAS certain surveys, plans, drawings, specifications, schedules of quantities and estimates and reports have been prepared by direction of the Government for the construction and equipment of the new lines hereinafter mentioned or some part or parts thereof, and it is intended that the same shall, subject to such variations and modifications thereof as hereinafter provided, be adopted and carried out by the Company party hereto as nearly as circumstances permit.

NOW THIS INDENTURE WITNESSETH that it is hereby agreed and declared as follows:—

1. In this Contract:—

The expression "the Government" means the Government of His Highness the Nizam.

The expression "the Company" means the Company party to these presents.

The expression "the existing Railway" means the existing line of Railway from Wadi to Hyderabad and Secunderabad, with all its stations, lands, works, engines, and other rolling-stock and appurtenances.

The expression "the new lines" means the proposed new Railways, hereinafter in Article 2 mentioned, from Hyderabad to Warungul, and thence to the southern frontier of the State of Hyderabad near Bizwada, and from Warungul to the southern frontier of the said State near Chanda.

The expression "the lines" means all lines for the time being forming part of the undertaking of the Company.

The expression "the first section" means the said proposed new Railways from Hyderabad to Warungul and thence to the southern frontier.

The expression "the second section" means the said proposed new Railway from Warungul to the northern frontier.

The expression "Inspecting Officer" means an Inspecting Officer or Officers appointed by the Government and approved by the Government of India for the purposes of these presents.

2. The Company shall take over the existing Railway from Wadi to Hyderabad and Secunderabad (about 121 miles in length) on the terms and conditions mentioned in Articles 20 and 23 hereof; and shall construct at the times and in manner and subject to the provisions hereinafter prescribed and contained a single line of Railway of the gauge of 5 feet 6 inches the first section, about 210 miles in length, to extend from Hyderabad to Warungul, and thence to the southern frontier of the State of Hyderabad near Bizwada, and the second section thereof (about 160 miles in length) to extend from Warungul to the northern frontier of the said State near Chanda. The total length of the two sections not to exceed 370 miles. The standard dimensions of fixed structures and rolling stock as laid down by the Government of India for the gauge of 5 feet 6 inches shall be strictly followed.

3. The Government shall at the time of execution of this indenture deliver to the Company, free of charge, all the said surveys, plans, drawings, specifications, schedules of quantities and estimates and reports already prepared for the construction and equipment of the new lines as aforesaid, and the same, subject to such alterations thereof and deviations therefrom as shall from time to time be agreed between the Government and the Company shall be adhered to and adopted as nearly as circumstances will permit. The situation and extent of all stations, station yards, sidings, offices, warehouses, buildings, conveniences, and appurtenances to be constructed in connection with the lines shall be subject to the approval of the Government.

4. The Government shall, after the definitive selection of the route and direction of the new lines, or of any part or parts thereof, and as and when required by the Company, provide free of cost to the Company the lands which shall be permanently and temporarily required for the construction of the new lines or for the part or parts so selected and for the works connected therewith and for the stations, station yards, sidings, offices, warehouses, conveniences, appurtenances aforesaid, and shall give to the Company possession of the lands so provided. All land of which possession shall be so given which shall not

be permanently required for the purposes of the Company shall, as soon as practicable, be delivered up by the Company to the Government. The Government will permit the Company to take, free from any royalty or other payment, such stone, sand, gravel, earth, brick earth and local products suitable for conversion into lime and mortar, being respectively the property of the Government, as may be *bonâ fide* reasonably necessary for the purposes of the construction of the new lines or any part thereof, provided that the same be taken only from such places within a convenient distance from the works as an officer to be appointed by the Government and the Company shall agree.

5. The Company shall, on receiving possession of the lands provided under the last preceding Article, proceed with diligence in the construction, in accordance with the said surveys, plans, specifications, and other documents (subject to such alterations as aforesaid), of the new lines, and of all such stations, station yards, sidings, offices, warehouses, conveniences, and appurtenances as aforesaid, including all works necessary or expedient to secure their permanence, and for the protection of the same against injury by inundation or otherwise, and will complete the first section and the second section respectively within a period of three years from the date of obtaining possession of all the land for the same. The second section shall not, unless otherwise agreed between the Government and the Company, be commenced until the Railway proposed to be constructed between Nagpore and Calcutta is near completion. The date for such commencement shall be hereafter agreed upon between the Government and the Company.

6. The Company may, from time to time, as often as an Inspecting Officer shall certify that any portion of the new lines is fit for conveyance of passengers and goods, open the same portion for public traffic. And the Company shall open the said lines respectively for public traffic throughout and with a good and sufficient stock of engines, carriages, wagons, plant, and machinery for working the same in conformity with the provisions of these presents when and so soon as an Inspecting Officer shall have certified that the lines respectively are complete and fit for the conveyance of passengers and goods throughout. During the construction of the new lines all materials to be used, and also the manner in which the works are performed shall be subject to the inspection and approval of an Inspecting Officer.

7. Upon the first section being completed and opened for public traffic throughout, the Government will, at their own expense and free from all expense and cost to the Company whether by way of rent or otherwise, grant to the Company a lease of, or otherwise secure to the Company a right and title to the land which shall have been provided for that section under Article 4 (or so much of the said land as shall be permanently required for the purposes of the Company) and the Railways and works constructed thereon for a term of 99 years from the date of the opening of the said section for traffic throughout, subject to the same being sooner determined under the provisions in that behalf hereinafter contained; and the Government shall guarantee to the Company the right to and possession of such land as against any claimant, but shall not be called upon to show any title thereto.

The provisions hereinbefore in this Article contained shall apply *mutatis mutandis* to the second section, except that the grant to the Company of the lease or other title to the second section shall be made for a term co-extensive with the period of 99 years applicable to the first section, and so that the period for both sections shall terminate at the same date.

8. The Company shall keep the lines (or so much thereof respectively as shall, for the time being have been opened for traffic) and all the stations, station yards, offices warehouses, conveniences, and works thereto belonging, in good repair, and sufficiently supplied with engines, carriages, rolling-stock, plant, and machinery, and shall keep the whole in good working condition. The whole shall at all times be open to the inspection of an Inspecting Officer, and the Company shall afford to every Inspecting Officer all such facilities as may be reasonally requisite to enable him to perform his duties. The Company shall, upon notice in writing from the Government, forthwith execute all such works and do all such things as upon the report of an Inspecting Officer shall be found to be necessary for keeping the lines in good repair and in good working condition, and sufficiently supplied as aforesaid. On receiving any such notice the Company shall with all reasonable speed execute and do the works and things described therein If in any case the Company shall fail to execute and do such works and things to the satisfaction of an Inspecting Officer within a reasonable time, the Government may execute and do the works and things, or the portion thereof unexecuted by the Company, and for that purpose may from time to time, enter upon any land or premises of the Company, and the Company shall on demand pay to the Government the money properly expended by the Government in executing such works, and if such moneys shall not be paid on demand the same shall carry simple interest as against the Company at the rate of £4 per cent. per annum, to be computed from the time of demand for payment of such moneys until payment of the same.

9. After the new lines or either section thereof shall be opened for traffic throughout, the Government may from time to time, upon the report of an Inspecting Officer, by notice in writing, require the Company to carry out at their own cost any reasonable alteration or improvement in or addition to the lines, or in or to any stations, station yards, offices, warehouses, conveniences or works therewith connected respectively, which may be

necessary for the saftey of passengers or of the public, or for accommodation of increased or increasing traffic, and to supply such additional engines, carriages, rolling stock, plant, and machinery as the Government may consider necessary. Such notice shall specify the alteration, addition, or improvement required, and also shall in general terms describe the works to be executed for the purpose of carrying out such alteration, addition, or improvement. On receiving any such notice the Company shall, with all reasonable speed, execute the works described therein, the Government providing (free of cost, and on terms similar to those on which land is to be provided under Article 4) any land that may be required for the purpose, and granting to the Company a lease of, or other title as aforesaid, to such land, for the period in Article 7 mentioned, and upon the same terms. If in any case the Company shall fail to execute and complete the works to the satisfaction of an Inspecting Officer, and within a reasonable time, the Government may execute the works or the portion thereof unexecuted by the Company, and for that purpose may from time to time enter upon any land or premises of the Company, and the Company shall on demand pay to the Government the money expended by the Government in executing such works, and if such moneys shall not be paid on demand the same shall carry simple interest as against the Company at the rate of 4 per cent. per annum, to be computed from the time of demand for payment of such moneys until payment of the same: Provided, nevertheless, that the Company shall not be called upon to do or perform any work, or incur any expense under this Article for which additional capital would be required, unless and until the Government shall have guaranteed such interest thereon not exceeding £4 per cent. per annum, and for such period as shall enable the Company to raise the additional capital.

10. The Government may from time to time prohibit the Company from using any engine, carriage, wagon, vehicle, boat, machine, or appliance of any kind whatsoever, the use of which shall be declared by an Inspecting Officer to be attended with danger to passengers or the public, and the Government may, by taking possession of such engine, carriage, wagon, vehicle, boat, machine, or appliance, or by such other means as they shall think fit to employ, prevent the Company from using the same.

11. The Company shall, unless hindered or prevented by accident or any other matter beyond their own control, cause at least one train daily to be run from either extremity of the lines which shall for the time being have been opened for traffic, to the other extremity of the same lines, and so as to afford reasonable convenience for the Post Office.

12. The rates and fares to be charged by the Company for the carriage of passengers and goods respectively shall not, unless otherwise agreed between the Government and the Company, be in excess of the rates and fares from time to time prevailing on the Great Indian Peninsula Railway.

13. The Company will at all times convey free of charge on their lines of Railway, and on any part thereof which for the time being shall have been opened for traffic, the mails and post office bags of the Government and of the Government of India, and the guards and other servants of the Post Office in charge thereof, and also (when they are on duty) all officers and persons in the administration of the Post Office of the Government and of the Government of India. The Company will also at all times convey all troops and sailors in the service of His Highness the Nizam and of the Government of India when such troops are on duty, and all police officers, engineers, artizans, and other persons when employed in the business of the Government or of the Government of India at rates calculated as follows, *viz.*, all commissioned officers and persons in a similar station in life in His Highness the Nizam's service or in the service of the Government of India shall be entitled to travel in first class carriages at second class fares; troops, sailors, and artizans (under the rank of commissioned officers) shall be entitled to travel in second class carriages at the lowest fares, and all such other persons aforesaid at the lowest fares. To every 100 men conveyed at the lowest fares 2 tons of luggage will be conveyed free of charge, and the persons entitled to travel first class will be allowed the ordinary amount of luggage taken by a first class passenger free of charge. The Company will also at all times convey all military establishments not hereinbefore specified, all horses and other animals used for military purposes, guns, ammunition, military stores, carriages, wagons, camp equipage and equipments, and all public stores of what kind soever of the Government and the Government of India at the lowest rates for the time being ordinarily chargeable by the Company for the carriage of such animals, goods, merchandise, and stores respectively. The several privileges of conveyance and carriage hereby stipulated for shall at all times be enjoyed and all other reasonable requirements of the Government or of the Government of India shall be compiled with in perference to and with priority over the public use of the lines.

14. The Company shall convey gold and silver bullion and coin and copper coin belonging to the Government or to the Government of India and the persons in charge thereof at special rates, to be from time to time respectively agreed upon between the Government and the Company and between the Government of India and the Company.

15. As regards the electric telegraph and telegraphic appliances already existing on the Railway from Wadi to Hyderabad and Secunderadad, the same shall be worked in accordance with the terms and conditions in that behalf contained in the Agreement of the 19th of May 1870 entered into between the Government of India and the Government.

The Government of India shall be at liberty to construct, maintain, use, and work such electric telegraphs and telegraphic appliances as it shall think fit along the lines or any part or parts thereof; and it shall be lawful for the Government of India for such purposes

to enter at all reasonable times, by its agents, workmen, or others on the lines or any part of them, and to erect, maintain, make, do, and execute thereon all such buildings, machinery, works, acts, and things not unnecessarily obstructing the working of the Railway as it shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said telegraphs and telegraphic appliances. And the Government of India shall not, in respect to such matters or any of them, be subject to the control or interference of the Company.

All buildings, machinery, works, and appliances erected or brought by or on behalf of the Government of India on the lines or any part thereof shall be and remain the property of the Government of India and shall be removeable by it at pleasure.

The Company shall at all times furnish the Government of India with such free passes over the said lines as they shall require for persons employed in or about the construction, maintenance, working, or inspection of all electric telegraphs and telegraph appliances hereinbefore referred to or any buildings or works appertaining thereto.

16. The Government of India has agreed to construct or provide such electric telegraphs and telegraphic appliances as the Company shall, with the approval of the Government of India, from time to time require for the purposes of working the lines, and to allow the Company to have the exclusive use (so long as they shall work the lines) of such telegraphs and telegraphic appliances and to maintain the same in good repair and good working condition. The working of such last mentioned telegraphs and telegraphic appliances shall be exclusively in the hands of the Company and at their cost. But the Company shall observe the rules for the time being in force in the case of Indian State Railway Telegraphs or such of the said rules as the Government of India may from time to time prescribe for their observance. And the Company will pay the charges of the Telegraph Department of the Government of India for rent, maintenance, and inspection of the telegraphs and telegraphic appliances provided under the section for their use.

17. All materials, plants, engines, rolling-stock, machinery, and utensils required for the construction and equipment of the new lines, and of all future lines to be made by the Company under the provisions contained in Article 45, or for the maintenance and working thereof respectively, shall be permitted to be passed and imported into the territories of His Highness the Nizam free of all customs charges and import duties or other imposts.

18. The Government shall provide and maintain for the purposes of the lines such a force of police as the Company, with the approval of the Government, shall from time to time require, and also a Railway Magistrate, which police force and Railway Magistrate shall be under the direction of the British Resident at Hyderabad, provided that in case of difference between the Government and the Company as to the extent of the force required for the preservation of law and order the determination of the question shall rest with the Government. The cost of providing and maintaining the whole force of police employed for the purposes of the lines and the salary of the Railway Magistrate shall be defrayed as follows (that is to say), three-tenths thereof shall be borne by the Government and the remaining seven-tenths shall be borne by the Company.

19. The Company and its lines of Railway and undertaking shall be subject to provisions as nearly as circumstances will admit of, and having regard to the provisions of this Indenture, similar to those contained in the "Indian Railway Act, 1879," and the "Telegraph Act of 1876," of the Indian Legislative Council, and, if the Government shall think fit, in any subsequent Acts affecting Railways or Telegraphs to be hereafter passed by the Government of India; and the Government will pass an Act or Acts or issue an edict or edicts for the purpose of giving to the Company like powers to those contained in the said Acts of the Indian Legislative Council, and such further Acts or edicts for facilitating the business and operations of the Company as the Company shall require and the Government approve.

20. The Government will, on the issue of the fully paid shares and on payment and satisfaction of the several sums of money mentioned in Article 23, paragraphs (A), (B), and (C), in manner therein provided, deliver through the Government of India (who are at present in possession of and working the same) to the Company possession of the existing Railway, together with all stations, plant, engines, rolling-stock, telegraphs, and all moveable property, and also all stores thereto belonging or appertaining, freed and discharged of and from all claims on the part of the Government under the Agreement dated the 8th day of October 1874 and made between the Government and the Nizam's State Railway Company (other than rights of sovereignty) and so long as the Company shall maintain and work the existing Railway as a 5 feet 6 inches gauge line, from all rights of the Government of India under the Agreement entered into between that Government and the Government of his Highness the Nizam, and dated the 19th day of May 1870, except as provided in Clause 15 hereof, and will hold the Company indemnified against all claims of the said Nizam's State Railway Company and of the Shareholders in that Company under the said Agreement of the 8th day of October 1874, and against all debts, liabilities, and engagements whatsoever affecting the existing Railway.

21. The existing Railway shall be vested in the Company from the date of delivery of possession thereof as aforesaid for a term which shall end with the term of 99 years mentioned in Article 7, and in the like manner and upon the like conditions as are stipu-

lated in that Article with respect to the land provided by the Government for the first section.

22. The capital of the Company shall be issued as follows:—For the purposes of this Contract other than the construction and equipment of the second section £2,000,000 in shares and £1,500,000 in redeemable mortgage debentures bearing interest at the rate of 4 per cent. per annum, and for the purposes of the second section £500,000 of like debentures, and any sum or sums of additional capital not exceeding £500,000 as the Company shall require, and to be raised in such manner and at such time or times as shall be agreed between the Government and the Company.

23. The Company will, as the consideration for the purchase of the existing Railway and for the obligations, concessions, and guarantees of the Government in this Indenture expressed and contained, issue the shares and pay the sums of money hereinafter in this Article mentioned, that is to say:—

(A) The Company will issue to the Sirdar Diler Jung Bahadur or other the accredited representative for the time being of the Government appointed for that purpose and on behalf of the Government fully paid shares of the Company to the amount of £500,000, at the time of the first general issue of shares in the Company (the numbers of such shares to be defined by a supplemental contract to be executed by the parties hereto, and to be filed with the Registrar of Joint Stock Companies in England before the issue of such shares).

(B) The Company will pay £625,000 in cash out of the first moneys received by the Company in respect of the issue of its capital or any part of it, to a special account to be opened at the National Provincial Bank of England, Limited, to the credit of the Government, and to be applied by the Sirdar Diler Jung Bahadur or other the accredited representative of the Government in acquiring the interest of the English Shareholders of the Nizam's State Railway Company in the existing Railway, so far as the consideration for the acquisition of such interest has to be provided in cash.

(C) The Company will deposit £200,000 in cash with the said Bank for the purpose of the guarantee fund mentioned in Article 46, such deposit to be made out of the first moneys of the Company available, after making the payment lastly hereinbefore directed.

(D) And the Company will, within six months from the first general allotment of its shares, pay £341,666 in London in cash to the credit of the Government at the said Bank.

24. The Company will pay or cause to be paid into the said Bank or other the Bank for the time being of the Company the remainder of its said capital by instalments as and when the money is required for the purposes of this Indenture.

25. The Government will for a period of 20 years pay to the Company in London in sterling by half-yearly payments on every 1st day of January and 1st day of July an annuity equal to £5 per cent. per annum on all or any such sums or sum not in the whole exceeding £4,500,000 as shall for the time being have been issued in shares and debentures by the Company and paid into its Bankers or credited by the Company as paid up, and the Company shall apply the said annuity in payment of interest at £5 per cent. per annum on the share capital for the time being paid-up, or credited as paid-up and in payment of interest upon the debenture capital for the time being, such payment of interest on share and debenture capital being limited to the capital mentioned in Article 22, and in providing a sinking fund for redemption or reduction of capital in accordance with the provision in that behalf hereinafter contained. The said period of 20 years shall commence to run and be reckoned upon and in respect of each individual sum from the time when the same shall have been issued and paid into such Bank or credited as paid-up as aforesaid.

26. The Company shall repay all moneys paid by the Government in respect of the said annuity, and (unless otherwise agreed) in respect of any guarantee of interest under Article 9, and on all such moneys until repaid the Government shall be entitled to simple interest at the rate of £5 per cent. per annum accruing *de die in diem*, and calculated on the same moneys respectively from the respective dates of the payment thereof to the Company until repayment, but such moneys or any interest thereon shall not be repayable or payable to the Government except so far as the said Government shall become entitled to receive the same under the provisions of Articles 31 and 47. Provided nevertheless that the Government shall not be entitled to interest on any such part of any half-yearly payment of the said annuity or interest as shall be ultimately repaid to the Government out of or by means of the net earnings (hereinafter defined) of the Company attributable to the half-year in respect of which the same half-yearly payment of the annuity or interest shall have been made.

27. All moneys received by or on account of the Company in India in respect of the working of their lines or any part or parts thereof which shall for the time being have been opened for traffic, and all income in anywise received by the Company in respect of the undertaking carried on by them under the provision of these presents (which said moneys and income are hereinafter collectively termed gross earnings) shall in the first place be applicable in payment of the working expenses (as hereinafter defined) of the

Company in such manner that the working expenses of every half-year shall, as far as practicable, be borne by the gross earnings of the half-year to which such working expenses are properly attributable, and the residue remaining from time to time at the end of each half-year, after debiting all unpaid working expenses incurred up to the end of such half-year, shall be deemed the net earnings of the Company for that half-year, and shall be dealt with accordingly.

28. The term "working expenses" shall mean and include the payment of all salaries and wages of the officials and employés of the Company, and all expenses of and incidental to the management, carrying on, and working of the undertaking of the Company, including all costs and expenses incurred by the Company in and about the repairs and maintenance of the lines, with all stations, station-yards, offices, warehouses, conveniences, junctions, and works, engines, rolling-stock, plant, and machinery thereto belonging or therewith or thereon used, and all expenses of and incidental to the working and maintenance of any electric or other telegraphic or telephonic communication of the Company.

29. In the working expenses there shall be reckoned and included so much of the cost of providing and maintaining a police force and Police Magistrate for the purposes of the lines as is not hereby agreed to be borne by the Government, and any other moneys (whether in the nature of a payment towards a reserve fund or otherwise) which the Government and the Company may from time to time agree, or shall in case of dispute be determined by arbitration to be properly chargeable to working expenses. But no part of the cost of the original construction of the new lines or any of the stations, station-yards, offices, warehouses, conveniences, and works, or of any additions to the same or either of them, or of the purchase (except by way of replacement or renewal) of any of the engines, rolling-stock, plant or machinery belonging to or used with or on or provided for the Company's lines, shall be included in the working expenses of the Company.

30. The Company shall keep a revenue account in which shall be entered all the gross earnings of the Company and the working expenses of the Company. The revenue account shall be made up half-yearly to the 30th day of June and the 31st day of December in every year, or to such other days as the Government and the Company shall from time to time agree and arrange.

31. So long as the Government shall be liable to pay the annuity under Article 25, and after the termination of such liability so long as any moneys are due by the Company to the Government, the revenue receipts of the Company shall be dealt with as follows, that is to say:—During the period of the said annuity the net earnings of every half-year shall be applied, in the first instance, in or towards repayment of the portion of the said annuity, and subject as aforesaid any further guaranteed interest which shall have been paid in respect of the same half-year. And the residue (if any) of the said net earnings shall be applied in manner following, that is to say:—One moiety thereof (or such part thereof less than one moiety as shall be sufficient for the purpose) shall be applied in or towards repayment to the Government of such sum or sums of money as shall at any previous time or times have been paid by the Government to the Company in respect of the said annuity (or subject as aforesaid) any guaranteed interest and not been repaid; and the balance, if any, of such moiety of net earnings shall be applied in or towards payment of any other sum or sums of money for the time being owing by the Company to the Government. And as to the remaining moiety of such net earnings the Company shall be entitled to the same for its own use and benefit. All moneys payable to the Government under this Article shall be paid in sterling in London or in Bombay at the current rate of exchange as the Government may direct.

And from and after the expiration of the period of the said annuity in case any moneys shall then remain due from the Company to the Government in respect of the said annuity, or so long as any other moneys remain due by the Company to the Government, the said net earnings of the Company in each year shall be applied as follows, that is to say:—A sum equal to £5 per cent. per annum on the total debenture and share capital of the Company for the time being shall be retained by the Company and applied in such manner as the Company shall think fit; and the balance, if any, of the said net receipts shall be applied as follows, namely:—One moiety thereof in or towards payment to the Government of any moneys then due by the Company to the Government; and the remaining moiety for the use and benefit of the Company.

When all moneys due from the Company to the Government have been paid and discharged, the Company shall be entitled to all net earnings for its own use and benefit.

The revenue account of the Company shall be regularly submitted by the Company to the Government, who may audit the same (the Company giving every facility and assistance required for such audit), and may in case of error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to the Government. Every revenue account shall, subject to the correction of such errors as aforesaid, be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Government. Any reasonable expenses of and incidental to every audit on behalf of the Government (including the expenses incurred by the employment by the Government of any person for any purpose connected therewith) shall be paid by the Company and shall form part of the working expenses of the Company, and the statement of the Government of the amount of such expenses shall be conclusive.

32. All the expenditure of the Company in relation to the formation and registration of the Company, and the raising and issue of its share and debenture capital and all other expenditure of the Company during or relative to the original construction and completion of the new lines, with the stations, station-yards, offices, warehouses, conveniences, and works thereof respectively including any works agreed upon as aforesaid and executed upon the existing Railway and relative to the cost of originally supplying the requisite engines, carriages, rolling-stock, plant, and machinery shall, from time to time, be stated by the Company and submitted to the Government, and as between the Company and the Government such expenditure shall be allowed as capital expenditure so far only as the same shall from time to time be or have been previously agreed to or subsequently admitted by the Government or its representative.

33. If any question shall arise whether any expenditure incurred by the Company is to be treated in the whole or in part as a charge incurred on capital account, or how the same is to be dealt with, the same shall be determined on the general principle that capital is to bear the cost of new works, of additional rolling-stock, plant, and machinery, and of substantial improvements of, and additions to, old works, rolling-stock, plant, and machinery (including the cost of any temporary new work, the construction of which is requisite for the construction of a work properly chargeable to capital), and that the cost of repairs, restorations, renewals, or replacements, falls under the head of working expenses, and is not a charge incurred on capital account (provided that the expenses of maintenance or repair necessitated by causes other than fair or ordinary wear and tear if incurred within twelve months after the opening for traffic shall be borne by capital). After the new lines have been opened for traffic throughout no portion of the salaries or allowances of any of the Company's permanent supervising or other administrative staff shall be chargeable to capital, although for the time being employed partly or wholly in directing or superintending work so chargeable, and no expenses connected with the engagement or passage from or to England of any person in the Company's service shall be chargeable to capital unless such person shall have been specially engaged to carry out work chargeable to capital, and been actually employed on such work, but, until the first section is opened for traffic throughout, all the expenses of the Company (including all costs of, and incidental to, the formation and registration of the Company, and the raising and issue of its capital as aforesaid) shall be chargeable to capital.

34. If any difference shall arise between the Government and the Company as to whether any expenditure incurred in any particular case is to be treated as a charge incurred on capital account the matter in difference shall be referred to the decision of the Joint Auditor, if the Government and the Company shall have appointed such an officer, but in case a Joint Auditor shall not have been appointed, then the matter in difference shall be referred for final decision to the Company's Auditor or some other person, to be named by the Company, and a person to be named by the Government, or in case of their being unable to agree, to an umpire to be named by them, and in the event of their failing to do so within fourteen days after the difference shall have been referred to them, then the appointment of an umpire may be made on the application of either party by Her Majesty's Secretary of State for India. The costs of any such reference shall, unless the referees or referee shall otherwise direct, be treated as part of the working expenses of the Company.

35. The Company shall enter all the expenditure allowed under Article 32 in an account to be called "The Capital Account," and when and so soon as the first section and the second section respectively and all proper stations, station-yards, offices, warehouses, conveniences, and works thereof shall have been completed and provided with the necessary engines, carriages, works, rolling-stock, plant, and machinery, the Government shall, by examination of such accounts, ascertain and certify the amount of the expenditure. If any further expenditure shall, from time to time, be made by the Company, or if any payment shall be made by the Company to reimburse the Government for moneys expended by the Government under Article 9, and if it is agreed between the Government and the Company that such expenditure or payment is properly chargeable to capital, the same shall in like manner be entered in the capital account, and from time to time as occasion shall require the said capital account shall be made up and stated afresh, and the total amount of expenditure entered therein shall be ascertained and certified by the Government. In the said capital account shall also be entered any moneys produced by sale of property originally purchased under expenditure entered in the said capital account under Article 32 or this present Article, and the Government shall, from time to time, as may be necessary, ascertain and certify the amount of the excess of the expenditure entered in the capital account over the receipts entered therein.

36. The Company shall keep accounts and returns of its traffic in a manner similar to those required by the Government of India to be kept by the Indian Railway Companies whose undertakings are worked under the supervision of the Secretary of State for India, and in forms similar to those in which the like accounts and returns of traffic are required to be kept by such Companies, or in such other manner and form as the said accounts and returns are from time to time required by the said Government, and the Company shall, at its own cost, render all accounts and returns of traffic required to be kept by it, under this section, to the Government at such times as the Government shall from time to time require. And the books and accounts of the Company shall be open to the inspection of the Government at all reasonable times.

37. The Government will use their best endeavours to obtain for the Company powers to form junctions with other Railways near to any of the lines, and powers to run the trains of the Company on such other Railways upon reasonable terms and conditions, and will endeavour to obtain such powers for the Company with reference to any Railways that may hereafter be formed in the territories of His Highness the Nizam, if such Railways be not constructed by the Company party hereto.

38. The Company will, from time to time, upon the requisition of His Highness the Nizam, or of the Government of India, make reasonable arrangements for the use of their lines for the passage of the engines and trains of other Railways, for the interchange of traffic and rolling-stock thereof, and for the use of any of the stations of the Company, and for the accommodation of the traffic of other Railways, provided that all such arrangements shall be made subject to the payment of reasonable tolls and charges and under reasonable conditions and restrictions.

39. Every notice, direction, requisition, appointment, approval or certificate to be given or signed on the part of the Government for any of the purposes of these presents shall be sufficient and binding if in writing signed by any duly authorised official of the Government.

40. The Company shall at all times keep an officee stablished at Bombay or Hyderabad as the Company may determine, and shall keep at such office an authorised agent or committee of agency with whom the Government may communicate on affairs concerning the Lines. All drafts drawn and receipts given by the said agent or committee of agency, or under his or their authority on behalf of the Company, concerning the Lines and the affairs thereof, shall be binding on the Company, and every notice to be given to the Company other than the notices mentioned in any of the several Articles hereinafter contained, which shall be served at the Company's registered office in London, shall be sufficiently given if left at the office first mentioned in this Article, or if personally served on the agent or any member of the said committee of agency.

41. At the end of the term of 99 years, mentioned in Article 7, the land which shall have been provided for the Company under these presents so far as the same shall not have been previously delivered up by the Company, shall, with the lines and all buildings, works and fixed machinery thereon not then already belonging to the Government revert to the Government free from all debts and charges whatsoever. The Company shall thereupon deliver to the Government all plans, surveys, sections, books, printings, writings, drawings, and documents whatsoever in anywise connected with the lines and the affairs thereof, and the Company shall sell and the Government shall purchase all engines, carriages, rolling-stock, plant, and machinery and stores, which at the end of the said term of 99 years shall be the property of the Company and used in working the Lines or in connection therewith, for such sum of money as shall be the fair value thereof for the purposes of the Lines, the same to be determined in case of dispute by arbitration in manner by Article 48 provided in respect of the matters therein dealt with, and such sum of money with interest thereon at the rate of £5 per cent. per annum, calculated from the expiration of the said term of 99 years until payment shall be paid in sterling by the Government to the Company in London within six calendar months after the amount thereof shall have been determined.

42. It shall be lawful for the Government to purchase all the Company's lines with the stations, station-yards, offices, warehouses, works, conveniences, engines, rolling-stock, plant, machinery, and stores thereto belonging upon the 1st day of January, which shall be either in the year 1914, 1934, or 1954, upon giving one year's previous notice in writing to the Company in London of the intention of the Government to purchase the same, and, in case such notice of purchase shall be given, the land provided for the Company under these presents so far as the same shall not have been previously delivered up, with the lines and all buildings, works and machinery thereon (not then already belonging to the Government) and all engines, carriages, rolling-stock, plant, machinery, and stores used in working the lines, or in connection therewith, or appropriated thereto, shall, on the said 1st day of January, 1914, 1934, or 1954, as the case may be, and upon payment of the purchase-money hereinafter mentioned for the same, become the absolute property of the Government, free from all debts and charges whatsoever, and the Company shall thereupon deliver to the Government all the engines, carriages, rolling-stock, plant, machinery, and stores used upon or in connection with or appropriated to the lines, and all surveys, plans, sections, printings, writings, drawings, and documents whatsoever in anywise relating thereto. The Government shall on the day on which the lines and other the premises mentioned in this Article shall, under this Article, become the property of His Highness the Nizam, pay to the Company in London in sterling so much of the several sums mentioned in Article 22 as shall be unredeemed, together with a bonus of £25 per cent. upon the amount unredeemed.

43. In case of any breach on the part of the Company of any of the provisions herein contained, it shall be lawful for the Government, upon the report of an Inspecting Officer, to give to the Company in London six calendar months' notice in writing of the intention of the Government to terminate the interest of the Company in the lines and works, and the land provided for the same, and unless the default or breach shall be made good or remedied prior to the expiration of the said six calendar months, or such further period, if any, as shall be agreed between the Government and the Company, or determined by arbitration under Article 48, it shall be lawful for the Government on the

expiration of the same six calendar months, or such further period, as the case may be, and upon payment of the amount next hereinafter mentioned, to assume possession of the lines, works and land, and of the engines, carriages, rolling-stock, plant, machinery, and stores belonging or appropriated to the lines free from all debts and charges whatsoever. And in case of such possession being assumed, the Government shall pay to the Company in London in sterling so much of the said sums mentioned in Article 22, as shall be unredeemed.

44. Upon the Government acquiring the right of possession of the lines and the interest of the Company in the same terminating under any of the three Articles last hereinbefore contained, the obligations of the parties hereto under any of the provisions of these presents (save the provisions in such three Articles) shall as to any future operation thereof cease. But it shall be lawful for the Government, out of any moneys payable by them to the Company under any of such articles, to deduct the amount (if any) of money in the hands of the Company, representing sanctioned capital remaining unexpended.

45. The Company shall not acquire any interest in respect of those sections of the Great Indian Peninsula Railway now existing or already sanctioned in the territories of His Highness the Nizam, nor in any concession already made to the West of India Portuguese Guaranteed Railway Company, nor in respect of those portions of the Bellari Branch of the Madras Railway Company or the Khamgaon and Amraoti State Railways now worked by the Great Indian Peninsula Railway Company, but, save as herein excepted, the Company shall have the preference to make and construct all Railways within the territories of His Highness the Nizam, subject to their acceptance within six months of the offer on the terms to be named by the Government of His Highness the Nizam for carrying out any such Railways, such terms not being less favourable to the Company than those to be given to any other parties.

46. And it is mutually agreed that the sum of £200,000 to be deposited by the Company under Article 23 in the National Provincial Bank of England, Limited, shall be paid out to two Trustees, one to be appointed by the Government, and the other by the Company, and such Trustees shall stand possessed of the same upon the trusts following, that is to say:

(*a*) To invest the same, in the names of the Trustees, in any of the public stocks, funds, or securities of the British Government in England or India, or any other stocks, funds or securities agreed upon between the Government and the Company, with power from time to time to vary the investments for others of a like nature.

(*b*) To pay the dividends, interest, and income, as and when received, to the Government, so long as the Government shall not make default in punctual payment of the said annuity payable by the Government to the Company under Article 25.

(*c*) In the event of any such default as aforesaid from time to time to raise out of the said dividends interest and income, or by sale of an adequate part of the principal, and to pay to the Company such moneys as the Government shall have hereinbefore agreed to pay to the Company, and shall have failed to pay on the due date, together with interest on all such moneys at the rate of 5 per cent. per annum from the due date thereof until payment.

(*d*) And subject to the trusts hereinbefore declared in trust for the Government.

And the Government agrees, so long as the said annuity is payable to the Company under the provisions of these presents, forthwith to pay and make good to the Trustees from time to time such sum or sums as the Trustees may, under the trusts in sub-Article (*c*) of this Article contained have raised by sale of any part of the stocks, funds, or securities aforesaid, to the intent that the said Trust Fund may always be maintained during the period of the said annuity at the full value of £200,000.

Provided always, that in the event of the death or resignation of either of the said Trustees, or of their respective successors in the Trust, a new Trustee shall be appointed in his place by the Government if the Trustee so dying or resigning shall have been originally appointed by the Government, and by the Company if the Trustee so dying or resigning shall have been originally appointed by the Company. The Trustees shall be recouped all expenses reasonably incurred by them in respect of the said trusts, and may be paid a yearly fee not exceeding £100 each for their services in relation thereto, and unless otherwise agreed between the Government and the Company, such expenses and fees shall be treated as part of the working expenses of the Company.

47. The balance of the annuity to be paid by the Government to the Company in pursuance of Article 25 from time to time remaining in the hands of the Company after each half-yearly payment of the interest specified in that Article, shall be immediately paid over by the Company to the Trustees mentioned in Article 46.

The said Trustees shall, during the period of 20 years mentioned in Article 25, invest all moneys received by them in respect of such balance of the said annuity in manner mentioned in Article 46, paragraph (*a*), and shall hold the stocks, funds, and securities in which the said moneys shall be invested, and the accruing interest and dividends thereof, in trust to be accumulated and to form a sinking fund for the redemption of debenture capital, and after the expiration of the said period of 20 years shall apply the said sinking fund or any part or parts thereof in the redemption of any debenture capital of the Company, in such

manner and at such times as shall be requisite having regard to the terms of issue of such debenture capital and subject thereto in such manner and at such times as the Government and the Company shall agree.

On the determination of the contract, any balance of the said sinking fund which shall then remain unapplied shall, in the event of the Government purchasing the undertaking under Article 42, or in the event of a forfeiture under Article 43, and up to the amount payable in respect of the debenture capital of the Company for the time being unredeemed and subsisting, and any interest thereon and all moneys for the time being payable by the Company to the Government, be treated as and applied by the Trustees in part payment of the money payable by the Government to the Company under those Articles respectively, and in the event of the said term of 99 years expiring by effluxion of time, any such balance shall be applied in repayment, so far as the same will extend, of the debenture capital of the Company, or so much thereof as, immediately before the expiration of the said term, shall have been unredeemed and subsisting, and interest thereon and subject thereto, shall be applied in payment to the Government of any moneys then payable by the Company to the Government, and subject thereto the balance shall belong to the Company.

48. If the Goverment and the Company shall fail to agree touching any matter with respect to which their agreement is required by these presents, or if any dispute or question shall arise as to the necessity for or the character, situation, or extent of any work proposed by the Company or required by the Government to be executed by the Company under any of the provisions hereinbefore contained, or if in any case whatsoever (except with respect to matters referred to in Article 34), any dispute, question or controversy shall at any time arise between the Government and the Company touching these presents, or the construction or operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in any of such cases, the matter as to which the Government and the Company shall fail to agree or the matter in difference as the case may be, shall be submitted to a Board of Arbitration one member of which shall be appointed by the Government, and the other by the Company, and the duty of such Board shall be to enquire into and equitably adjust and determine such disputes, and if unable to do so by reason of difference of opinion amongst the members thereof or for any other reason, to refer the said dispute for determination to an umpire, to be appointed by the mutual consent of the said Board in each case before they proceed to arbitration, or in case the said Board shall not, within fourteen days after the dispute or difference shall have been referred to them, have appointed the said umpire, the appointment of an umpire may be made upon the application of either party by Her Majesty's Secretary of State for India, and the decision of such Board, or in the event of their not arriving at a decision as aforesaid, of such umpire shall be final and binding upon both parties, and no appeal shall lie therefrom, and upon every such reference the Board of Arbitration and umpire shall respectively have power to examine witnesses upon oath or affirmation, and to fix, settle, and determine the amount of the cost of the reference and award repectively or incidental hitherto to be paid by both parties or by either party, and to direct and award when and by whom such costs shall be paid. In matters not otherwise herein provided for the provisions of the Railway Companies' Arbitration Act, 1859, shall, *mutatis mutandis*, have effect in relation to every arbitration under this Indenture.

APPENDIX Y.

Revised Agreement for the management and working of the BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR RAILWAY.

1. WHEREAS it has been determined that the organization known as the Bhávnagar-Gondal-Junágad-Porbandar Railway, hitherto working under a Convenant commonly known as the Dhoráji Agreement, be dissolved from the 31st December 1896; and whereas the representatives of the several Proprietary States of the said Railway having resolved that previous to such dissolution a revised system of working the metre-gauge Railways of Káthiáwár be substituted from the date of such dissolution; **It is Hereby Agreed—**

Coalition.

2. That an Administrative Coalition be formed by the States separately and entirely owning the existing lines described below, which shall hereinafter be known as "The Integral Railways," and the combination of. which shall be termed "The Open System"—

The Bhávnagar Railway: Length 119·95 miles, extending from Bhávnagar, northward, to the junction of the B. B. & C. I. Railway at Wadhwán, and from Dhola Junction, westward, to the Dhása Station limits.

The Gondal Railway: Length.....miles, extending from mileage 47¼ at the Dhása Station limits to the junction with the Porbandar Railway, at mileage ..... from Bhávnagar.

The Junágad Railway: Length 70·37 miles, extending from the Jetalsar junction to Verával.

The Porbandar Railway: Length.....miles, extending from the junction with the Gondal Railway to Porbandar.

3. That the ruling features of the administration shall be *coalition* where such is absolutely needed for the due and proper working of the system called "The Open System"; and *complete proprietary independence* over the Integral Railways where in the working of the line any coalition is uncalled for. And the spirit of this coalition requires that if clauses, 29, 53, 58 and 63 of this Agreement are to be duly observed there shall be no sub-combinations of two or more Integral Railways. Each Integral Railway shall depend upon its own natural position and merits as a commercial undertaking, and upon the facilities which it offers for the flow of traffic over its own length.

4. That the title or style of this system shall continue to be "The Bhávnagar-Gondal-Junágad-Porbandar Railway"; that this shall be considered the primal system; and that no other additions to, or extensions of, Railways in the province in connection therewith shall interfere with this title or style being maintained.

5. That this coalition shall come into operation on the 1st January 1897 and shall continue in force to the 31st December 1900. That should it be desired by any one of the Proprietary States to terminate the present working agreement after that date a notice must be given by the representative of such State to the Board of Control before the beginning of the year at the end of which it is proposed that the present agreement shall determine. And until a new working arrangement has been adopted, the present agreement shall remain in force.

Constitution.

6. That each Integral Railway shall have complete independent control in the matter of land and immoveable property over its own length of line and over such rolling-stock as it may possess or hereafter provide, and no land, obtained for Railway purposes, shall be alienated or exchanged by the Board of Control, the Manager, or any other Railway Officer, without the written consent of the Proprietor of the Integral Railway concerned.

7. That there shall be a Board of Control for the working of the Open System, and that no other authority thereon shall prevail.

8. That the Board of Control shall consist of one nominee of Government to represent Government in all questions of Imperial or Interstatal interest, who shall be the President, and one nominee from each Proprietary State as representing the interests of such State in controlling the working of the Open System. That three shall form a quorum.

9. That the Board of Control shall appoint a Secretary to draw up minutes of its proceedings, and conduct its correspondence, and through whom all papers and proceedings of the Board shall issue; and in whose Office all the records of the Board shall be kept.

10. That the Chief Executive Officer of the Railway shall be the Manager, who shall be appointed by the Board, and to whom authority shall be delegated by the Board in the manner mentioned in clauses 28 to 31 of this Agreement. That the Manager shall be present at all meetings of the Board and have the right to join in all discussions, but shall not have any vote.

11. That the Manager shall be assisted by a staff of officers, hereinafter described in clauses 32, 48, 50, 54, and 56 of this Agreement, who, with their Assistants, shall be appointed by the Board in consultation with the Manager.

Control.

12. That the control in all questions affecting the Open System shall vest in the Board of Control. Questions pertaining to an Integral Railway shall be finally disposed of by the Member representing such Railway with whom the Manager shall treat as hereinafter provided.

13. That under the term "Open System" shall be brought the following heads of expenditure:—

All Capital Suspense.
Cost of District Engineer and his Office Establishment.
All Locomotive Expenses including carriage of Fuel, but excepting New Minor Works.
All Carriage and Wagon Expenses, except Repairs and Renewals of Goods Vehicles, New Minor Works, and Carriage of Revenue Stores.
All Traffic Expenses, except Station Staff.
All General charges falling under Abstract E of Revenue Account.
All Special and Miscellaneous Expenditure, except prizes for Station-gardens, and Compensation, which latter will be treated according to circumstances.

14. And, under "Integral Railways," shall be brought—

All Capital Works and Rolling Stock.
All Maintenance of Way, Works, and Stations (Abstract A), except cost of District Engineer and his Office Establishment.
New Minor Works and Carriage of Revenue Stores connected with the Repairs and Renewals of Rolling Stock.
Station Staff.
Prizes for Station-gardens, and Compensation, when attributable to an Integral Railway.

The expenditure under the heads specified in this and the preceding clause shall be divided among the several Integral Railways in the manner prescribed in Appendix A to this Agreement.

15. That the decisions of the Board of Control shall be by the majority of votes recorded. That the voting shall be either by "Member's single Votes" or by "Proprietary Votes." Member's single votes shall prevail at Special meetings referred to in clause 17 (*c*), where the President and each member present shall have one vote; while Proprietary votes will prevail at Ordinary and Extraordinary meetings [clause 17 (*a*) and (*b*)] at which all matters pertaining to the Railway proper, as included in clause 13 above, are discussed and dealt with; or such other matters as may, with the unanimous consent of the Board, be added.

16. Proprietary votes are based on the capital outlay of the Integral Railways and are regulated as follows:—

For every five lakhs of capital up to fifty . . .	One Vote.
For every ten lakhs of capital after fifty and up to one hundred	One Vote.

Broken amounts of capital, above $2\frac{1}{2}$ and 5 lakhs respectively, counting for one vote, but below these sums counting nil.

For computing the votes of the several Proprietary States, the Capital expenditure of each State up to the 30th June 1896, has been taken as the basis of the calculation. The votes are fixed as under, for the period ending 31st December 1900, after which date the number of votes assigned to the several States shall be revised annually:—

Bhávnagar	12
Gondal	9
Junágad	8
Porbandar	4

Votes at meetings shall be given by the member personally or by some other duly authorized representative of the Proprietary State.

The President at Special meetings shall have a casting vote.

17. The Board of Control shall assemble at the head-quarters of the Open System or any other convenient place on the line of Railway that the President may select; and no resolution at any meeting shall be considered as carried unless a majority of the votes of those entitled to vote is recorded in its favour, or, when a unanimous vote is required, unless all the members entitled to vote record a vote in its favour—

(*a*) Quarterly on the 3rd Monday in March, June, September, and December, for the disposal of the business of the "Open System," an agenda paper containing a list of subjects to be brought before the meeting being sent to the

members two clear weeks before the date of meeting. These meetings shall be called "*Ordinary meetings.*"

(*b*) On three days' notice by the Secretary at the request of the President or the Manager for the consideration of any urgent matter requiring immediate disposal; or on ten days' notice at the requisition of two members for the consideration of any matter which requires earlier disposal than the ordinary meeting will permit. Meetings under this sub-clause shall be termed "*Extraordinary meetings.*"

(*c*) On a week's clear notice at the request of the President, who shall intimate the Special business of Imperial or Interstatal interest which requires the consideration of the Board. Such meetings shall be called "*Special meetings,*" and may be held before or after Ordinary or Extraordinary meetings; or separately.

18. Special meetings can only be presided over by the President himself, while at Ordinary and Extraordinary meetings, in the absence of the President, a Chairman for the meeting shall be elected by the members present.

19. Should the President, in any matter of Imperial or Interstatal interest, consider the decision of the Board to require the consideration of Government, he shall intimate, at such Special meeting, his intention to make a reference to Government; and the decision of the Board shall be held in abeyance until a ruling from Government has been obtained.

20. It shall be competent for the Board of Control by an unanimous vote at any Ordinary meeting to cancel or modify any of the clauses of this agreement.

The Secretary.

21. The Secretary to the Board of Control shall be an officer of Railway experience, well versed in English, and an expert at Railway accounts. All correspondence connected with the control of the Railway shall be transacted through the Secretary.

22. The Secretary's office shall be at the Head-quarters of the Railway, and shall be provided with all records, rules, guides, etc., etc., necessary to assist in the deliberations of the Board; and the same shall be at all times available to the Members of the Board.

23. The Examiner of Accounts shall be the Secretary to the Board and shall receive an addition to his salary as Examiner, of R200 per month while so employed.

Proceedings and Conduct of Business.

24. The Board of Control shall cause the proceedings of all meetings held under this Agreement to be duly entered in books to be provided for the purpose; and all such proceedings shall be held as valid authority for giving effect to the orders and instructions therein conveyed. Printed copies of such proceedings shall be forwarded for the guidance of the Manager, and also to the Members representing the several States, and to the President for the information of Government. Beyond this the Board shall at starting frame its own rules for the conduct of its business.

25. All decisions of the Board, whether passed on papers circulated or at the meetings held, shall be recorded as Resolutions of the Board; and the number and date of each Resolution shall be quoted in all references on the subject. A copy of all Resolutions shall be sent to each Member of the Board and to the Manager.

26. Except by the unanimous vote of the Board of Control, no Resolution of the Board shall be rescinded or altered for a period of three months from the date of passing such Resolution.

27. The proceedings of the periodical meetings of the principal officers of the Railway recorded as required by the Railway Code, shall be submitted by the Manager to the Members representing the several States and to the Board of Control for confirmation or otherwise.

The Manager.

28. The Manager shall be a qualified Engineer of large Railway experience. He shall bind himself to the interests of the System for a period of years, and shall identify himself solely with its wants. His pay and leave shall be entirely in the hands of the Board, subject to any rules laid down by the Government of India in regard to the pay and leave of officers in foreign service and to the consent of that Government when such consent is required by those rules. He shall be a Government servant nominated by the Board, subject to the approval of Government. He shall arrange to be seconded from Government service to avoid his removal to other spheres of duty, but he may retain a lien on his Government pension by the usual contribution provided for such purpose.

29. Unity of direction and harmony of movement shall characterize all the operations of the Manager. With him the general interests of the Open System under the Board of Control shall have priority of consideration in the method of working to be arranged on the lines, should such at any time clash with any special consideration required by one or more of the Integral Railways. But he will be free for the special interests of

Integral Railways to enter upon arrangements for sea-borne traffic from the several ports concerned with the Railway which may not be prejudicial to the interests of the Open System.

30. The Manager shall in all matters be subordinate to the Board of Control, but powers shall be delegated to him as prescribed in the Bhávnagar-Gondal-Junágad-Porbandar Railway Code; and he shall refer all matters beyond such powers or on which he may desire an opinion or advice to the Board of Control. He shall keep the Board, at all times, fully, informed of any transactions or correspondence out of the ordinary routine that may be passing in his office respecting the interests of the Railway.

31. On matters connected with the Open System he shall address the Board of Control. On matters solely connected with an Integral Railway he shall address the Member concerned, whose decision shall be binding.

Accounts, Funds, and Banking—

32. The Accounts Department shall be controlled by an Examiner whose office, as such, will comprise two distinct functions, *viz.* :—

(*a*) As Financial Adviser and Assistant to the Manager in which capacity he is in intimate communication with all the Heads of Departments of the Railway.

(*b*) As Independent Auditor on behalf of the Board of Control in which capacity he is in direct communication with the Board and the representatives of the Integral Railways.

He shall be a Government servant nominated by the Board subject to the approval of Government. He shall bind himself to serve the Railway for a period of years, and his pay and leave shall be entirely in the hands of the Board, subject to any rules laid down by the Government of India in regard to the pay and leave of officers in foreign service and to the consent of that Government when such consent is required by those rules. He shall arrange to be seconded from Government service to avoid his removal to other spheres of duty; but he may retain a lien on his Government pension by the usual contribution provided for such purpose.

33. The accounts of the Railway shall be kept according to forms and particulars included in the Bhávnagar-Gondal-Junágad-Porbandar Railway Code; and the Examiner shall be responsible for the due submission direct to each Member of the Board of Control of the following:

(1) *Weekly*—Approximate and Audited Returns of Traffic;
(2) *Monthly*—Capital Accounts;
(3) *Do.* —Revenue Accounts of Earnings and Expenses;
(4) *Do.* —Account Current between Integral Railways (as per revised form);
(5) *Half-yearly*—Capital and Revenue Accounts and Statistics of Traffic;
(6) *Annually*—Capital and Revenue Budgets;

and to the Government for Statistical purposes Returns Nos. 1 and 5, mentioned above together with an Annual Return of Traffic.

34. There shall be two distinct Budgets, *viz.*, Capital and Revenue, which shall be framed for the calendar year, and submitted by the Examiner through the Manager as follows:—

(1) *For Integral Railways—to the Member concerned—*

A Capital Budget on the 1st November of each year and a Revenue Budget on the 1st December as per heads of account enumerated in Clause 14 above.

(2) *For the Open System—to the Board of Control—*

A Revenue Budget or Authorization Rolls on the 10th December as per heads of account enumerated under Clause 13 above, to which shall be attached for the information of the Board particulars of the items sanctioned for each Integral Railway by the Member concerned.

35. The books in the Examiner's office shall be kept in such a manner as will allow of the Capital and Revenue transactions of the Open System being readily recorded therefrom in the same details as now given: and in respect of Integral Railways, in such manner as will allow of the Capital and Revenue Expenditure of each Railway being separately recorded.

36. The earnings of the several Integral Railways shall belong wholly and exclusively to each, and shall include all traffic and miscellaneous receipts. Similarly the Capital and Revenue Expenditure incurred on each Integral Railway shall be wholly borne by the same. All expenditure on the Open System and such expenditure on the Integral Railways as may require apportionment (detailed in Clauses 13 and 14 above) shall be divisible as prescribed in Appendix A to this Agreement.

37. Such adjustment of the Accounts of the combined and joint assets as may be rendered necessary by the award of the Arbitrator appointed in connection with the dissolution of the Dhoraji Agreement shall be given effect to in the quarterly account current between the Integral Railways so as not to extend beyond a term of 2 years from the date of such award.

38. Each Integral Railway having in terms of this Agreement assumed the sole proprietorship of all works, buildings and other immoveable property, situate on its own length of line, it shall be incumbent on the Open System, while the said works are in occupancy for Open System purposes, to pay the Integral Railway now owning the same interest at $7\frac{1}{2}$ per cent. per annum on the paid up value of all such property as fixed by the Arbitrator referred to in the preceding clause.

For the Administrative and other buildings at Ghadechi—By the Open System, divisible according to Appendix A. to this Agreement.

For Dhola Junction—Jointly by the Bhávnagar and Gondal Integral Railways, in proportion to the weight of the total through and local traffic (less Railway Material) of each Railway in and out of the Station.

For Wadhwan Junction—Wholly by the Bhávnagar Integral Railway.

For Jetalsar junction—Jointly by Gondal, Porbandar, and Junagad Integral Railways in proportion to the weight of the total through and local traffic (less Railway Material) of each Railway in and out of the Station.

39. In the event of any of the works and buildings mentioned in the preceding clause falling into disuse by reason of their relinquishment by the Open System from whatsoever cause, the Integral Railways owning the same shall be entitled to compensation for losses which they may thereby sustain : the amount to be settled as occasions arise by the Board of Control or by arbitration if the decision of the Board be not accepted by the Integral Railway or Railways concerned.

40. Should the Open System at any period of this coalition require additional accommodation for its purposes, the Integral Railway concerned shall provide the same on a requisition made by the Board of Control and be paid interest thereon at $7\frac{1}{4}$ per centum per annum, to be met as may from time to time be determined.

41. The cost of working Junction Stations, including cost of Station Staff, lighting and petty stores shall be debited to an account, called the Joint Station Expenses Account, and shall be divided between the Integral Railways using such Junctions in proportion to the weight of the total through and local traffic (less Railway Material) of each Railway in and out of the Station.

42. The Bhávnagar State will be the Bankers of the entire system until other arrangements may be found feasible and desirable ; and shall be responsible for the provision of funds for the working of the whole system, as well as for ordinary Capital on the Integral Railways, which funds shall be made available by monthly assignments in letters of credit in favour of the Manager either at the Bhávnagar State Treasury or at the Head Office of the Bank of Bombay, as may be requisitioned by the Examiner on the Bhávnagar Member. These assignments shall be drawnagainst by cheques signed by the Manager and Examiner. Against all such disbursements the Bhávnagar State shall be secured by the payments made into the State Treasury of the receipts of the entire "Open System." All funds required for Major Capital Works shall be provided for by the Integral Railway concerned, or by special arrangment with the Bhávnagar Treasury.

Establishments—

43. All Open System employés on the line shall be subject to the orders of the Board of Control in regard to terms of service, pay and leave; any who may belong to the service of Government, and who may wish to retain a lien on their pensions, shall arrange to be duly seconded in such service and for the payment of the regular contribution required.

44. All Establishments employed shall be regulated by the actual requirements of the Integral Railways *plus* the Administrative Staff of the Open System, the former being wholly employed upon and paid by the Integral Railways, and the latter being paid by the Open System in the proportions prescribed in Appendix A to this Agreement.

45. There shall be a fixed cadre of all employés for each Integral Railway and for each Administrative and Head-quarter's Office, the salaries being fixed in respect to the duties connected with each appointment. Increases in salaries shall only be by promotion from one appointment to another; but the whole "Open System" shall be available for such promotions.

46. There shall be a Provident Fund to which all employés shall subscribe under the rules. The past services of all employés at the termination of the Dhorajee Agreement shall be continued to their credit under the new organization.

47. The Leave Rules of the line, with conditions of service, shall be included in the Railway Code.

Engineering—

48. The Manager shall be the Chief Engineering authority on the "Open System" and be designated also "Engineer-in-Chief." Under the Engineer-in-Chief on the Open System shall be the District Engineer—an officer of large Railway experience, appointed by the Board, who shall bind himself to serve for a term of years; and shall generally supervise the engineering of the Open System.

49. The office of the District Engineer shall be at the Head-quarters of the Open System, and, though it shall be free of all account work, the District Engineer shall keep

himself duly informed of the progress of expenditure against the grants for each Integral Railway by personal inspection of the accounts of the several Resident Engineers, the Examiner's Office being also at all times available to him for such further information as he may require in regard to expenditure both on the Integral Railways and on the Open System.

50. There shall be Resident and Assistant Engineers on the Open System appointed by the Board of Control in consultation with the Engineer-in-Chief; and all expenditure on works and buildings, etc., incurred on each Integral Railway shall be separately accounted for and booked by the Engineer in direct charge of the Railway concerned; and all bills and vouchers in support of expenditure incurred shall, immediately on being booked, be passed on for payment to the Examiner through the District Engineer. The Registers maintained by the Engineers will thus, in each case, be a complete record of the entire Capital and Revenue Expenditure of the several Integral Railways.

51. The subordin ate establishment under each Engineer, permanent-way gangs, etc., shall be regulated to suit the needs of each Integral Railway; and every thing should be done by such officer to cultivate local attachments of such employés to Integral lines.

52. The entry of a work in the Budget does not constitute sanction. The plans and estimates for all works costing over ₹5,000 shall, in the first place, be submitted to the Member of the Board of Control concerned in providing the necessary funds for his approval before any further action be taken in regard to them.

Traffic—

53. The Proprietors of the several Integral Railways shall, in so far as their policy affects the interests of the Open System, observe that of Free Trade, and, while renouncing "Deshdán," bind themselves not to enhance existing duties on traffic coming to or going from any station on their several lines; nor will they unduly influence trade by the introduction of bounties or other means of a like nature. The customs tariffs at the ports of Integral Railways shall not, however, be affected by the terms of this clause.

54. The Traffic Superintendent shall be an officer of considerable Railway experience in the working of traffic; and shall be appointed by the Board of Control in consultation with the Manager. He shall bind himself to serve the system for a period of years, and shall identify himself in every way with its wants.

55. The telegraph plant required for the working of the line will be supplied and maintained by the Government Telegraph Department, and the hire for the same shall be paid half-yearly and adjusted with earnings from inland-paid messages as against the Integral Railways concerned.

Rolling Stock—

56. The Locomotive Department and the Carriage and Wagon shops shall be under the control of a Locomotive Superintendent who shall be a trained and qualified officer of experience in such work. He shall be appointed by the Board, in consultation with the Manager, and shall undertake to serve the System for a period of years, identifying himself in every way with its wants.

57. All Rolling Stock shall belong to the several Integral Railways and shall be interchangeable throughout the whole Open System; it shall be charged for as used in the manner prescribed in Appendix A to this Agreement; and shall bear easily distinguishable marks and separate numbers.

Extensions—

58. It shall be competent for each Integral Railway to arrange, through the Manager, for the construction of its own extensions by the Engineering Establishment on its own length, the same working, with the consent of, and on such terms as may be fixed by the Board, under the orders of the Manager, temporary establishments being specially entertained when the Engineer's establishment is not sufficient for the purpose.

59. It shall be competent for this Coalition when so requested, provided that no loss, liability or detriment shall accrue therefrom to the Bhávnagar-Gondal-Junágad-Porbandar Railway, to undertake the construction and working (as feeders to the Primal System) of Branch lines, on such terms as in each case may be determined; but all establishments necessary during construction shall be specially entertained as temporary employés, and will not become entitled to join the Provident Institution or to have the benefit of the Railway Leave Rules, unless retained afterwards for revenue employment. Each new line shall, when required make provision for its own Rolling Stock; and the funds for the persecution of the works shall be deposited in advance with the Bankers of the Open System in such sums as may from time to time be required.

60. Employés of the Open System or of Integral Railways temporarily lent for the construction of any new lines shall retain their Leave and Provident Fund privileges.

External Responsibilities—

61. The Indian Railway Act IX of 1890 and such other Acts relating to Railways and all Rules issued thereunder as may be in force in British India shall have force on

and shall be applied to the "Open System" and the lines managed by it. The practice and procedure in State Railways shall generally be followed as closely as possible.

62. The maxima and minima dimensions for works and Rolling Stock as laid down from time to time for the metre gauge system of India shall be adhered to on this System.

63. The maximum scale of rates and fares sanctioned by Government shall be applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any Integral Railway; provided that such alteration shall not be prejudicial of the interests of any other Integral Railway.

64. Government mails, troops and stores shall be carried over the whole System under the terms now in force, pending a reference to Government.

65. All returns for Statistical purposes required by Government shall be duly supplied.

66. The Manager shall, as required under the provisions of the Railway Act, make proper arrangements for an inspection, at any time, either of way, works or rolling-stock, or for enquiring into accidents, that the Government Inspector may deem necessary, and shall supply him with any information he may call for.

Jurisdiction (Criminal and Civil) and Police.

67. Under an arrangement made with Government in 1893 the Magisterial and Police arrangements (Law and Order) for the line were made over to Government in consideration of an annual lump sum of Rupees eighteen thousand one hundred and fifty. The payment of this sum shall be made on due dates by the Manager to the Government Treasury at Rájkot, and shall be debited to the Integral Railways in the proportion prescribed in the Appendix A. Over the Dock Estates of the Integral Railways which have termini on the coast this arrangement does not apply, no concession of such rights having been made.

68. The arrangements for the care of property at stations (Watch and Ward) by means of Chokidars, will continue under the Traffic Department and be charged for as "Actuals."

Arbitration.

69. In the event of any difficulties at any time arising which have not been provided for in this Agreement, the matter in dispute shall be referred to the representatives of the Proprietary States, and, failing an unanimous decision by them, shall be submitted to arbitration in the manner hereinafter provided.

70. Any arbitration called for under this agreement shall be conducted in the following way:—

The State or States desiring arbitration shall give written notice to the other State or States concerned of its or their intention to refer the matter to arbitration, calling on that State or States to nominate an arbitrator or arbitrators within 8 weeks from the date of receipt of such notice; and the State or States calling for arbitration shall nominate its arbitrator or their arbitrators, and communicate the name or names of such arbitrator or arbitrators, to the other State or States concerned within the said period. If any of the States fail to nominate its arbitrator within the said time, the nominated arbitrator or arbitrators shall decide the matter in dispute, and his or their award shall be final and binding on all parties. When each party has nominated an arbitrator, but the arbitrators fail to agree as to the award, the said arbitrators shall nominate an umpire. Should they fail to do so, Government shall be asked to make the nomination. The joint award of the arbitrators or the sole decision of the umpire, as the case may be, shall be final and binding on all parties.

APPENDIX A.

STATEMENT SHOWING THE ALLOCATION OF CHARGES UNDER THE DIFFERENT HEADS OF ACCOUNTS.

ABSTRACT A.

Maintenance of Way, Works and Stations.

Headings of Accounts.	Allocation of charges.	Remarks.
I.—General Superintendence—		
1.—Engineers' salaries	Vehicular Mileage.	
2.—Allowances of Do. including Travelling	Do.	
3.—Subordinate Superintendents	Do.	
4.—Allowances of Superintendents including Travelling	Do.	
5.—Overtime allowances	Do.	
6.—Office expenses	Do.	
II.—Maintenance and Renewal of Permanent Way—		
1.—Wages	Actuals.	
2.—Materials	Do.	
III.—Repairs of Bridges, &c., Wages and Materials—		
1.—Bridges and Tunnels	Do.	
2.—Miscellaneous, including earthwork, roads, fencing, &c.	Do.	
IIIA.—Conservancy of rivers	Do.	
IV.—Repairs of Stations and Buildings, Wages and Materials—		
1.—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the staff	Do.	
2.—Repairs of staff quarters	Do.	
V.—Maintenance by contract—		
1.—Amount paid to contractors	Do.	
2.—Materials supplied by the Railway	Do.	
VI.—New Minor Works	*Nil.*	
VII.—Unclassified Expenditure—		
1.—Plantations	Actuals.	
2.—Tools and Plant	Do.	
3.—Loss on stores, &c.	Line Mileage.	
4.—Carriage of Revenue Stores	Actuals.	

ABSTRACT B.

Locomotive Expenses.

I.—General Superintendence—		
1. Salaries of Superintendents and Assistants	Vehicular Mileage.	
2. Allowances of Superintendents and Assistants including Travelling	Do.	
3. Subordinate Superintendents	Do.	
4. Allowances of Superintendents including Travelling	Do.	
5. Overtime allowances	Do.	
6. Office Expenses	Do.	
II.—Running Expenses (wages connected with the working of Locomotive Engines)—		
1. Wages of Drivers and Firemen	Train Mileage.	
2. Overtime allowances	Do.	
3. All labour connected with fuelling, cleaning and looking after Engines in the yards	Do.	
4. Contingent Expenses, including clothing and travelling expenses	Do.	

ABSTRACT B—*continued.*

Headings of Accounts.	Allocation of charges.	Remarks.
III.—Fuel	Train Mileage.	
IV.—Water (including Wages and Stores)	Do.	
V.—Oil, tallow and other Stores (expended on Engines in work)	Do.	
VI.—Maintenance and renewals of Locomotive Engines—		
1.—Wages	Actuals.	
2.—Overtime allowances	Do.	
3.—Materials	Do.	
VIA.—Maintenance and Renewals of Machinery, Tools and Plant—		
1.—Wages	Actuals and Vehicular Mileage.	
2.—Overtime allowances	Do.	
3.—Materials	Do.	
VII.—New Minor Works	Do.	
VIII.—Payments to other Lines—		
1.—For haulage of trains	*Nil.*	
IX.—Unclassified Expenditure—		
1.—Loss on stores, &c.	Actuals and Line Mileage.	
2.—Carriage of Revenue Stores	Actuals.	

ABSTRACT C.

Carriage and Wagon Expenses.

I.—General Superintendence—		
1.—Salaries of Superintendents and Assistants	Vehicular Mileage.	
2.—Allowances of Superintendents, including Travelling	Do.	
3.—Subordinate Superintendents	Do.	
4.—Allowances of Superintendents, including Travelling	Do.	
5.—Overtime allowances	Do.	
6.—Office Expenses	Do.	
II.—Repairs and Renewals of Vehicles—		
Coaching Vehicles—		
1.—Wages	Actuals.	
2.—Overtime	Do.	
3.—Materials	Do.	
Goods Vehicles—		
1.—Wages	Do.	
2.—Overtime	Do.	
3.—Materials	Do.	
IIA.—Repairs and Renewals of Machinery, Tools and Plant—		
1.—Wages	Actuals and Vehicular Mileage.	
2.—Overtime	Do.	
3.—Materials	Do.	
III.—Cleaning Carriages and Wagons and Oiling—		
1.—Labour, including wages of Oilers, Carriage cleaners and Examiners	Actuals.	
2.—Stores, including oil, grease and other stores for consumption on running vehicles	Do.	
IV.—New Minor Works	Do.	
V.—Unclassified Expenditure—		
1.—Loss on stores, &c.	Actual and Line Mileage.	
2.—Carriage of Revenue Stores	Actuals.	

ABSTRACT D.

Traffic Expenses.

Headings of Accounts.	Allocation of charges.	Remarks.
I.—Salaries, Wages, etc.—		
a.—General Superintendence—		
1.—Traffic Manager, Assistant Manager, District Superintendents and Traffic Canvassers	Vehicular Mileage.	
2.—Office Establishment	Do.	
3.—Travelling allowances	Do.	
4.—Contingencies	Do.	
b.—Station Staff—		
1.—Station Masters, Clerks, Porters, Pointsmen, Gate-keepers of level crossings, signalmen, Station servants, etc.	Actuals.	
c.—Train Staff—		
1.—Guards and Assistant Guards	Train Mileage.	
2.—Overtime allowances	Do.	
II.—Fuel, Lighting, Water and General Stores—		
1.—Fires, Lights, Water and general stores for carriages, Stations, Offices, etc.	Actuals.	
2.—Wagon covers, ropes, etc.	Vehicular Mileage.	
3.—Office and Station fittings and furniture	Actuals.	
III.—Clothing	Do.	
IV.—Printing, Stationery and Tickets	Do.	
V.—Charges for Delivery and Collection of Goods, etc	Actuals and Line Mileage.	
VI.—Miscellaneous Expenses	*Nil.*	
VII.—Payments to other Lines—		
1.—Traffic expenses at joint Stations	Actuals.	
VIII.—Unclassified expenditure—		
1.—Loss on Stores, etc.	Actuals and Line Mileage.	
2.—Carriage of Revenue Stores	Actuals.	
3.—Tools and Plant	Do.	

ABSTRACT E.

General Charges.

I.—General Administration		
II.—Salaries of Indian Management, including Offices—		
1.—Controlling Office	Vehicular Mileage.	
2.—Auditor's ,,	Do.	
3.—Accounts ,,	Do.	
4.—Pay Master's ,,	Do.	
5.—Store Department	Do.	
6.—Medical ,,	Do.	
7.—Rents of Buildings and Lands	Do.	
8.—Furniture, Fittings and other Miscellaneous expenses	Do.	
9. Printing and Stationery	Do.	
10.—Medicine	Do.	
III.—Police—		
1.—Supervision	Vehicular Mileage.	
2.—Constables	Do.	
3.—Contingencies	Do.	

ABSTRACT E—*continued.*

Headings of Accounts.	Allocation of Charges.	Remarks.
IV.—Advertising (all advertisements of all Departments)	Vehicular Mileage.	
V.—Electric Telegraph—		
1.—Salaries of Superintendents and Assistants	*Nil.*	
2.—Signallers	Actuals.	
3.—Travelling expenses	Actuals and Line Mileage.	
4.—Office expenses, contingencies, etc.	Actuals.	
5.—Maintenance, Wages, and Stores	*Nil.*	
6.—Government Telegraph Department for rent, maintenance and Inspection	Actuals.	
VI.—Clearing accounts with other Lines	*Nil.*	
VII.—Unclasified Expenditure—		
1.—Loss of Stores, etc.	Actuals and Line Mileage.	
2.—Expenses connected with Fire Engines	Actuals.	
3.—Carriage of Revenue Stores	Do.	
4.—Tools and Plant	Do.	
5.—Funeral Expenses	Do.	

STEAM BOAT SERVICE (Blank). ABSTRACT F.—*Nil.*

ABSTRACT G.

Special and Miscellaneous Expenditure.

I.—Law Charges	Actuals and Vehicular Mileage.
II.—Compensation—	
1.—For goods lost or damaged	Actuals and Vehicular Mileage.
2.—For personal injury	Do.
3.—For other claims	Do.
III.—Rates and Taxes (including Municipal water rates)	*Nil.*
IV.—Payments to other Lines—	
1.—Hire of Locomotives	Actuals.
2.—Hire of Vehicles	Do.
3.—Mileage and Demurrage of Foreign Stock	Do.
4.—Rent of Station, etc., jointly occupied	Actuals and Weight of Traffic.
V.—Prizes for Station Gardens, etc.	Actuals.
VI.—Contribution to Provident Institution	Vehicular Mileage.
VII.—Miscellaneous—	
1.—Loss of light coins	Actuals.
2.—Decoration charges	Actuals and Vehicular Mileage.
3.—Conservancy	Actuals.
4.—Contribution to Railway School at Jetalsar and Abu	Vehicular Mileage.
5.—Contribution to Leave and Police Pension Allowance Fund	*Nil.*
6.—Repairs to State Saloons	Actuals.
7.—Contribution to Railway Volunteer Rifle Meeting	Vehicular Mileage.
8.—Payment to Dock Estates	Actuals.
9.—Payment to quarry line, Junagad	Do.
10.—Royalty to Mr. W. R. S. Jones for patent buffers, etc., for Jetalsar-Rajkot Railway	Do.

Approved and confirmed with effect from 1st January 1897, in Government of India, Foreign Department letter No. 425 I.-B., dated the 12th February 1898.

APPENDIX Z.

Memorandum of Agreement for the working of the metre gauge line of railway in the Province of Kathiawar known as the JAMNAGAR RAILWAY and extending from Rajkot to Jamnagar over 50.30 miles.

Preamble.

Whereas under Clause 59 of the Working Agreement entered into on the 28th November 1896, between the several Proprietors of the Bhávnagar-Gondal-Junagadh-Porbandar Railway, known as the Primal System of metre-gauge railways in Kathiawar, it is competent for the Board of Control of the said Bhávnagar-Gondal-Junagadh-Porbandar Railway to undertake, on such terms as may in each case be determined, the working (as feeders to this system) of branch lines in Kathiawar having separate proprietary interests, the said Board of Control hereby undertake to work the said Jamnagar Railway on the following terms and conditions.

Cession of Line for Traffic.

2. From and after the date on which the said Jamnagar Railway shall, by constituted authority, be declared open to traffic, and, as hereinafter provided, until the date on which this Agreement may be determined, the entire control of the said Jamnagar Railway shall be assumed, and continued, and the said Railway shall be worked by the said Board of Control in a manner every way similar to that in which "the Open System" of the Bhávnagar-Gondal-Junagadh-Porbandar Railway is worked, due arrangements for the appointment of the officers and staff and provision in every other respect being made by the said Board. It is fully understood that this Cession of Control for the purposes of the working of the said lines in combination with the general system of metre-gauge railways in Kathiawar in no way militates against the proprietary independence of the said Jamnagar Railway.

Laws, Codes, and Traffic Rules.

3. All Acts, General Rules, and such provisions of the Bhávnagar-Gondal-Junagadh-Porbandar Railway Code as can be equitably applied, as well as fares, rates, classification of goods, etc., in force now, and from time to time made applicable to the Primal System, shall be valid on the said Jamnagar Railway, and the said Board of Control shall be the lawful Board of Administration in respect thereto.

Stability and Equipment of Line.

4. The said Jamnagar Railway shall be properly constructed and of requisite stability; and also completely found in respect of water-supply, buildings, stores and appliances, quarters for the staff, shops, running sheds, drains, etc., necessary to admit of the due and proper working of the line, and the Board of Control shall be free of all responsibility in respect of the stability and equipment of the line, as existing at the time of assuming control under Clause 2. All defects then existing, or subsequently arising, being made good by the Board of Control at the risk and cost of the said Jamnagar Railway after reasonable notice, provided that all defects due to management shall be made good at the cost of the Primal System.

Locomotives and Rolling Stock.

5. The said Jamnagar Railway shall, at the cost of its Proprietor, be properly found in a sufficiency of locomotive engines and rolling stock with the necessary equipment for the same as may, from time to time, be necessary for the traffic over the said line.

Maintenance.

6. The Board of Control shall arrange, and be responsible, for the maintenance of Way and Works and Stations on the said Jamnagar Railway.

Funds.

7. The Board of Control shall be responsible for the collection of all rents and revenues pertaining to the said Jamnagar Railway, and all such collections shall be held to be hypotheeated to the said Board of Control, until the dividend for each half-year has been declared and settlement thereof made. The settlement for the second half of each year shall be held to be final.

Should funds be at any time required for the said Jamnagar Railway on Capital Account, in pursuance of Clause 4 above, the Bankers for the Primal System shall, if desired by the Proprietor, advance the same on the security of the Rents and Revenues due to the said Jamnagar Railway, on such terms as may be arranged between the said Bankers and said Railway.

Banking and Accounts.

8. The Banking, Method of Accounting, and the submission of accounts and returns, connected with the said Jamnagar Railway, shall, in every respect, be the same as arranged for the Integral Railways in the Primal System.

9. The Board of Control shall, from the funds in hand belonging to the said Jamnagar Railway, deduct, in payment of expenditure incurred :—

Payments.

(*a*) A sum equal to 40 per centum of the gross earnings of the Jamnagar Railway to cover all charges necessary for the proper superintendence, up-keep, and working of the said Jamnagar Railway.

(*b*) Actual expenditure incurred on the maintenance of Way and Works and Stations; and Capital charges not met from advances arranged for under Clause 7.

10. The deductions, based on gross earnings prescribed in the preceding clause, shall be held subject to a biennial revision.

Revision of Cost of Working.

11. Terminal charges on *bonâ fide* local traffic over the said Jamnagar Railway shall be credited to the earnings of the same. On traffic between the stations of the said Jamnagar Railway, and those of any other Railway, terminal charges shall be divided equally between the forward station and the destination station.

Terminal charges.

12. The terms for the carriage of mails shall be arranged with the Postal authorities by the Board.

Carriage of Mails.

13. The currency of British India, and no other, shall be accepted on the said Jamnagar Railway.

Currency.

14. Arrangements for Law and Order shall be made by the Proprietor of the Jamnagar Railway in communication with the Political Agent of Kathiawar, while Watch and Ward will be dealt with as a traffic arrangement, and the cost met from the payment for general working expenses.

Police and Magistracy.

15. Any extension of the said Jamnagar Railway, beyond the limits mentioned in the opening paragraph above, shall, on reeeipt by the Board of Control of one month's previous notice, be worked in the same manner as under this agreement provided.

Extensions.

16. Any question of dispute which may at any time arise in carrying out this agreement, or in meeting any new points connected therewith, shall be settled by arbitration, the Board of Control and the Proprietor of the Jamnagar Railway each appointing an arbitrator, and the Consulting Engineer to Government or an officer from his Department, with the permission of Government, being Umpire.

Arbitration.

17. This Agreement shall hold good so long as the Working Agreement of the Bhavnagar-Gondal-Junagadh-Porbandar Railway, dated 28th November 1896, alluded to in the opening paragraph above, is extant.

Period of Agreement.

APPENDIX AA.

Heads of Agreement BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA GAEKWAR, hereinafter called His Highness' Government, and the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY, hereinafter styled the Company, for the working of His Highness the Gaekwar's Railway, from Miyagam to Bodeli and from Vishwamitri to Chandod on the 2′ 6″ gauge, hereinafter called the Dabhoi Railway.

1. (*a*) Under the conditions hereinafter recited, the Company agree to work on behalf of His Highness' Government, the Dabhoi Railway and such extensions as it may be agreed upon between His Highness' Government and the Company to include in this arrangement.

NOTE.—The different Sections of the Dabhoi Railway were opened and have been worked by the Bombay Baroda and Central India Railway Company from the following dates under the Agreement of 1874 as subsequently modified in 1880 and 1834:—

Miyagam to Dabhoi	8th April 1873.
Dabhoi to Chandod	15th April 1879.
Dabhoi to Bahadarpur	17th September 1879.
Dabhoi to Goya Gate	1st July 1880.
Goya Gate to Vishwamitri	24th January 1881.
Bahadarpur to Bodeli	16th June 1890.

(*b*) The arrangements herein laid down shall be in force from 1st January 1897; but may at any time thereafter be terminated on one year's notice from either party to the Agreement. But such notice shall expire only on either the 30th June or the 31st December in any year.

2. All communications between His Highness' Government and the Company under this Agreement shall pass through the Agent to the Governor-General at Baroda, and the Consulting Engineer for Railways to the Government of Bombay, who shall, for the purposes of this Agreement, undertake the same general duties with respect to the Dabhoi Railway as are entrusted to him with respect to the Railways under the control of the Bombay Government, and take the orders of Government when necessary.

3. The Company shall be subject in all respects, with reference to the Dabhoi Railway, to the same control by the Bombay Government as they are with regard to their own line.

4. The Dabhoi Railway, including stations, station buildings, sidings, furniture, weighing machines, dwellings for staff, level crossings, signals, signal lamps, cash safes, rolling stock, engine and repairing sheds, provision for water-supply and all other necessary appliances for working the line, shall be provided by, or at the cost of, His Highness' Government, and such alterations and additions thereto, as may from time to time be found necessary, shall be carried out by, or at the cost of, His Highness' Government.

5. The Company shall maintain and work the Dabhoi Railway and shall have the entire control of the train and traffic arrangements, appoint all necessary staff, and provide all necessary labour and materials for the proper and efficient maintenance and working of the Railway, the cost being borne by His Highness' Government as laid down in Clause 13.

6. The Company shall be responsible for the collection of all the revenue appertaining to the Dabhoi Railway, including such rents as may be charged, under the Company's rules, to any of their servants or the servants of His Highness' Government occupying dwelling houses, the property of His Highness' Government; and shall pay the same into the Treasury and shall credit the amount to the Revenue Account of the Dabhoi Railway.

7. The Company shall furnish His Highness' Government with a weekly return of approximate earnings of the Dabhoi Railway, and at the close of each half-year with a full account, both of receipts and expenditure, under detailed heads to be settled between the Consulting Engineer for Railways to the Government of Bombay and the Company.

8. (*a*) Advances shall be made by the British Government Treasury to meet the cost of working the Dabhoi Railway.

(*b*) The account as between the British Government and His Highness' Government shall be finally adjusted at the close of each half-year, as soon as possible after the Revenue Account is rendered, and the balance in favour of, or against, His Highness' Government shall then be paid over to it or by it, as the case may be.

9. (*a*) The fares to be charged for coaching traffic, and the rates to be charged for goods traffic shall be fixed from time to time by the Company, in communication with, and subject to the approval of, His Highness' Government.

(*b*) In the absence of any special agreement between His Highness' Government and the Company, the fares and rates for coaching, goods and miscellaneous traffic, and the classification of goods on the Dabhoi Railway shall, as far as may be, conform to those generally in force on the Bombay, Baroda and Central India Railway.

10. (*a*) For the present the fares and rates for local passenger and goods traffic over the Dabhoi Railway shall be as under:—

Passengers.

Upper Class, 9 pies per mile.
Lower Class, 3 pies do.

Goods.

1st Class,	0·4 pie	per md. per mile.
2nd do	0·6	do.
3rd do.	0·8	do.
4th do.	1·0	do.
5th do.	1·2	do.

(*b*) Mails and postal officers on duty will be carried at the rates and on the conditions which may be in force from time to time on State Railways in British India.

11. Through goods rates shall be fixed by the Company according to the foregoing scale, or such other scales as may be in force at the time on the two lines, but in special cases a lower through rate may be charged, a mileage proportion of which, after deducting the terminals, shall be credited to the receipts of the Dabhoi Railway.

12. The same terminals shall be charged on different descriptions of traffic on the Dabhoi Railway, as on the Bombay, Baroda and Central India Railway, and they shall be divided as under:—

(*a*) On *bonâ fide* local traffic on the Dabhoi Railway, the whole terminal shall be credited to the receipts of that Railway.

(*b*) On through traffic between stations on the Dabhoi Railway and stations on the Bombay, Baroda and Central India Railway Company's system, any amount which the Company and the Dabhoi Railway may have to pay out for cartage shall first be deducted from the terminal, and the residue shall then be divided equally between the Bombay, Baroda and Central India Railway Company and the Dabhoi Railway.

(*c*) The entire amount of the terminal charges on traffic with lines other than those comprised in the system worked by the Bombay, Baroda and Central India Railway, originating or terminating on the Dabhoi Railway, shall be credited to the Dabhoi Railway.

13. The expenses of working the Dabhoi Railway shall be ascertained and paid by His Highness' Government, as follows:—

(*a*) *Maintenance of Way, Works, etc.*—A separate account to be kept of all wages and stores purchased for the maintenance of the permanent way, works, and buildings on the Dabhoi Railway, and the cost thereof, together with the salary of an Inspector, to be charged to His Highness' Government.

(*b*) *Locomotive and Carriage and Wagon.*—A separate account to be kept of all wages and stores for the Dabhoi Railway, and of all expenditure in the maintenance of the Dabhoi Railway rolling stock and shops, and of any work debitable to the revenue of the Dabhoi Railway done for that line in the shops of the Company and the cost to be charged to His Highness' Government.

(*c*) *Traffic.*—A separate account to be kept of all wages and stores for the Dabhoi Railway, and the cost to be charged to His Highness' Government.

The actual cost of working the stations at Miyagam and Vishwamitri at the junctions of the Dabhoi Railway with the Bombay, Baroda and Central India Railway to be divided between His Highness' Government and the Company in proportion to the amount of work done for each, which is to be estimated at the close of each half-year, and is to be measured by the amount of traffic, both through and local, dealt with on account of the Bombay, Baroda and Central India Railway and Dabhoi Railway respectively, at Miyagam and Vishwamitri.

(*d*) *Compensation.*—All compensation of any character for loss or damage, or on account of any accident or occurrence on the Dabhoi Railway arising from any cause for which a Railway Company would under the Imperial law in force in British India be liable shall, if paid by the Company, be charged to His Highness' Government.

(*e*) *Police.*—A separate account to be kept of the wages, stores and other expenses of the Bombay, Baroda and Central India Railway Police employed on the Dabhoi Railway and the cost thereof to be charged to His Highness' Government.

(*f*) *Superintendence.*—A sum equal to 12½ per cent. on the total working expenses, but not less than 500 (five hundred) rupees per mensem, nor more than an average of 800 (eight hundred) Rupees per mensem, in the half-year, to be charged to His Highness' Government, to cover the cost of superintendence, including the Resident Engineer, the Locomotive Foreman, the District Traffic Superintendent, general expenses of Management and Audit.

14. All money transactions under this Agreement, as between the Bombay Government, His Highness' Government and the Company, shall be in British Government rupees, and the Company are to accept the British currency only in payment of fares and rates.

15. Any question or dispute which may arise in carrying out these arrangements shall be settled by arbitration in a manner to be arranged between the Government of Bombay, His Highness' Government and the Company.

16. The Indian Railways Act, and the Standing Regulations of the Company as applicable to the Bombay, Baroda and Central India Railway, as approved by the Governor General in Council under the Indian Railways Act, which have been accepted by His Highness' Government, shall apply to the Dabhoi Railway. The above Act and Standing Regulations shall, within railway limits on the Dabhoi Railway, constitute the law in force under which offences and actions affecting the Company or their servants shall be tried. All such offences shall be tried by duly constituted Magistrates appointed by His Highness' Government, provided that all servants of the Company who are British subjects, shall have the right of making representation to the Agent to the Governor General at Baroda, whose advice will be duly attended to.

17. The telegraph line along the Dabhoi Railway shall be constructed and maintained by the Imperial Telegraph Department on the same terms as regards charges for rent and maintenance as may be from time to time in force in the case of State Railways. The Company will work the line in strict accordance with the rules which have been, or which from time to time may be, authorised by the Governor General in Council for the adoption and working of licensed railway telegraph lines in British India.

18. The foregoing clauses are subject to confirmation by the Government of India* and the Board of Directors of the Company.

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* Approved and confirmed in Government of India, Foreign Department, No. 4295 I.-B., dated the 20th November 1897.

APPENDIX BB.

This Agreement, made the sixteenth day of March 1897, between THOMAS GEORGE ROBINSON OF THE NATIONAL PROVINCIAL BANK OF ENGLAND, BISHOPSGATE STREET WITHIN, IN THE CITY OF LONDON, ACTING ON BEHALF OF THE GOVERNMENT OF HIS HIGHNESS THE NIZAM OF THE HYDERABAD STATE of the one part and HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS COMPANY, LIMITED (hereinafter called the Company), of the other part.

WHEREAS this Agreement is intended to be supplemental to an Indenture* dated the 27th day of December 1883, and made between the Government of His Highness the Nizam of the 1st part, and the Company of the 2nd part, being an Agreement for the construction and working of the New Railways therein mentioned from Hyderabad to Warungul and other places as therein mentioned to the intent and so that this Contract shall be read and have effect as if it contained a full recital of the said Indenture but it is intended that except in so far as any of the provisions of the said Indenture are expressly incorporated herein this Contract shall be entirely independent of the Contract contained in the said Indenture,

AND WHEREAS the Government of His Highness the Nizam is desirous that the new line of Railway hereinafter mentioned should be made in manner hereinafter provided within the territories of His Highness,

AND WHEREAS certain surveys, plans, drawings, specifications, schedules of quantities and estimates and reports have been prepared by direction of the Government for the construction and equipment of such new line or some part or parts thereof,

NOW THIS AGREEMENT WITNESSETH and it is hereby agreed and declared as follows:—

1. In this Contract the following expressions shall have the following meanings respectively if not inconsistent with the subject or context:

The "Government" means the Government for the time being of His Highness the Nizam and his successors, and it shall include the Nizam and his successors.

The "Agreement of 1883" means the said Indenture of the 27th day of December 1883.

"The existing line" means the lines between Wadi and the south-eastern frontier near Bezwada, including the Mineral Branch between Dornakal and Yellandu.

"The new line" means the new Railway, intended to be constructed under this Contract.

"The lines" means all lines for the time being forming part of the undertaking of the Company.

"Inspecting Officer" means an inspecting officer or officers appointed by the Government and approved by the Government of India for the purpose of this Contract.

"Month" means calendar month.

2. The Company shall construct at the times and in manner and subject to the provisions hereinafter prescribed and contained a single line of Railway of the metre gauge about 380 miles in length, to extend from Hyderabad to Manmar and which shall be called or distinguished by the name of the Hyderabad-Godavari Valley Line of His Highness the Nizam's Guaranteed State Railways. The standard dimensions of fixed structures and rolling stock as laid down by the Government of India for the said gauge shall be strictly followed.

3. The Government shall at the time of execution of this Contract deliver to the Company all the said surveys, plans, drawings, specifications, schedules of quantities and estimates and reports already prepared for the construction and equipment of the new line as aforesaid, and the same, subject to such alterations thereof and deviations therefrom as shall from time to time be agreed between the Government and the Company, shall be adhered to and adopted as nearly as circumstances will permit. The situation and extent of all stations, station yards, sidings, offices, warehouses, buildings, conveniences and appurtenances to be constructed in connection with the new lines shall be subject to the approval of the Government.

The cost already incurred and to be incurred by the Government in relation to the said surveys, and all other surveys undertaken and carried out from the date on which the services of Mr. A. C. Newcombe were engaged for that purpose, and of all plans, drawings, specifications, schedules of quantities and estimates and reports prepared in connection therewith shall be ascertained and repaid by the Company to the Government and the amount thereof shall be a charge against the capital account of the new line within the meaning of Article 31.

* *Vide* Appendix X to this Report.

4. The Government shall after the definite selection of the route and direction of the new line, or of any part or parts thereof, and as and when required by the Company, provide free of cost to the Company the lands which shall be permanently or temporarily required for the construction of the new line or for the part or parts so selected and for the works connected therewith, and for the stations, station yards, sidings, offices, warehouses, conveniences, and appurtenances aforesaid, and shall give to the Company possession of the lands so provided. All land of which possession shall be so given which shall not be permanently required for the purposes of the Company shall, as soon as practicable, be delivered up by the Company to the Government. The Government will permit the Company to take, free from any royalty or other payment, such stone, sand, gravel, earth, brick earth and local products suitable for conversion into lime and mortar, being respectively the property of the Government, as may be *bonâ fide* reasonably necessary for the purposes of the construction of the new line or any part thereof, provided that the same be taken only for such places within a convenient distance from the works as shall be agreed upon between an officer to be appointed by the Government on the one hand and the Company on the other hand.

5. The Company shall, on receiving possession of the lands provided under the last preceding Article, proceed with diligence in the construction, in accordance with the said surveys, plans, specifications and other documents (subject to such alterations thereof and deviations therefrom as aforesaid), of the new line, and of all such stations, station yards, sidings, offices, warehouses, conveniences and appurtenances as aforesaid, including all works necessary or expedient to secure their permanence, and for the protection of the same against injury by inundation or otherwise, and will complete the new line within a period of four years from the date of obtaining possession of all the lands for the same.

6. The Company may, from time to time, as often as an Inspecting Officer shall certify that any portion of the new line is fit for conveyance of passengers and goods upon the same portion for public traffic. And the Company shall open the new line for public traffic throughout and with a good and sufficient stock of engines, carriages, wagons, plant and machinery for working the same in conformity with the provisions of this Contract when and so soon as an Inspecting Officer shall have certified that the new line is complete and fit for the conveyance of passengers and goods throughout. During the construction of the new line all materials to be used and also the manner in which the works are performed shall be subject to the inspection and approval of an Inspecting Officer.

7. Upon the new line being completed and open for public traffic throughout, the Government will free of all rents grant to the Company, if required by them, a lease of, or otherwise secure to the Company a right and title to so much and such parts of the land provided under Article 4 as shall be permanently required for the purposes of the Company and the railways and works constructed thereon, for a term equal to the remainder of the term of 99 years agreed to be granted by the Agreement of 1883, and the Government shall guarantee to the Company the right to and possession of such land as, against any claimant, but shall not be called upon to show any title thereto.

The amount of all expenses to be incurred by the Government and by the Company in relation to the said lease (if any) shall be a charge against the capital account of the new line within the meaning of Article 31.

8. The Company shall keep the new line or so much thereof as shall for the time being have been opened for traffic, and all the stations, station yards, offices, warehouses, conveniences and works thereto belonging, in good repair, and sufficiently supplied with engines, carriages, rolling stock, plant and machinery, and shall keep the whole in good working condition. The whole shall at all times be open to the inspection of an Inspecting Officer, and the Company shall afford to every Inspecting Officer all such facilities as may be reasonably requisite to enable him to perform his duties. The Company shall upon notice in writing from the Government forthwith execute all such works and do all such things as upon the Report of an Inspecting Officer shall be found to be necessary for keeping the new line in good repair and in good working condition, and sufficiently supplied as aforesaid. On receiving any such notice the Company shall with all reasonable speed execute and do the works and things described therein. If in any case the Company shall fail to execute and do such works and things to the satisfaction of an Inspecting Officer within a reasonable time, the Government may execute and do the works and things, or the portion thereof unexecuted by the Company, and for that purpose may from time to time enter upon any land or premises of the Company, and the Company shall on demand pay to the Government the money properly expended by the Government in executing such works, and if such moneys shall not be paid on demand, the same shall carry simple interest as against the Company at the rate of £3½ per cent. per annum, to be computed from the time of demand for payment of such moneys until payment of the same.

9. After the new line shall be opened for traffic throughout, the Government may from time to time, upon the report of an Inspecting Officer, by notice in writing, require the Company to carry out at their own cost any reasonable alteration or improvement in or addition to the line, or in or to any stations, station yards, offices, warehouses, conveniences or works therewith connected respectively, which may be necessary for the safety of passengers or of the public, or for accommodation of increased or increasing

traffic, and to supply such additional engines, carriages, rolling stock, plant and machinery as the Government may consider necessary. Such notice shall specify the alteration, addition or improvement required, and also shall in general terms describe the works to be executed for the purpose of carrying out such alteration, addition or improvement. On receiving any such notice, the Company shall, with all reasonable speed, execute the works described therein, the Government providing (on terms similar to those on which land is to be provided under Article 4) any land that may be required for the purpose, and granting to the Company a lease of, or other title as aforesaid, to such land, for the period in Article 7 mentioned, and upon the same terms. If in any case the Company shall fail to execute and complete the works to the satisfaction of an Inspecting Officer, and within a reasonable time, the Government may execute the works or the portion thereof unexecuted by the Company, and for that purpose may, from time to time, enter upon any land or premises of the Company, and the Company shall on demand pay to the Government the money expended by the Government in executing such works, and if such moneys shall not be paid on demand, the same shall carry simple interest as against the Company at the rate of £3½ per cent. per annum, to be computed from the time of demand for payment of such moneys until payment of the same. Provided, nevertheless, that the Company shall not be called upon to do or perform any work, or incur any expense, under this Article for which additional capital would be required, unless and until the Government shall have guaranteed such interest thereon, and for such period as shall enable the Company to raise the additional capital, the rate of such interest to be fixed by agreement between the Government and the Company or in default of such agreement by arbitration under the provisions in that behalf hereinafter contained.

10. The Government may from time to time prohibit the Company from using any engine, carriage, wagon, vehicle, boat, machine or appliance of any kind whatsoever the use of which shall be declared by an Inspecting Officer to be attended with danger to passengers or the public, and the Government may, by taking possession of such engine, carriage, wagon, vehicle, boat, machine or appliance, or by such other means as they shall think fit to employ, prevent the Company from using the same.

11. The Company shall, unless hindered or prevented by accident or any other matter beyond their own control, cause at least one train daily to be run from either extremity of the portion of the new line which shall for the time being have been opened for traffic, to the other extremity of the same line and so as to afford reasonable convenience for the Post Office, either of the Government or of the Government of India.

12. The rates and fares to be charged by the Company for the carriage of passengers and goods respectively, over the new line, shall not, unless otherwise agreed between the Government and the Company, be in excess of the rates and fares from time to time prevailing on the existing line.

13. The Company will at all times convey free of charge on the new line and on any part thereof which for the time being shall have been opened for traffic, the mails and post office bags of the Government and of the Government of India, and the guards and other servants of the Post Office of either of such Governments in charge thereof, and also (when they are on duty) all officers and persons in the administration of the Post Office of the Government and of the Government of India. The Company will also at all times convey all troops and sailors in the service of the Government and of the Government of India when such troops are on duty, and all police officers, engineers, artizans and other persons when employed in the business of the Government or of the Government of India at rates calculated as follows, *viz.*, all commissioned officers and persons in a similar station in life in the service of the Government or of the Government of India shall be entitled to travel in first class carriages at second class fares; troops, sailors and artizans (under the rank of commissioned officers) shall be entitled to travel in second class carriages at the lowest fares, and all such other persons as aforesaid at the lowest fares. To every 100 men conveyed at the lowest fares two tons of luggage will be conveyed free of charge, and the persons entitled to travel first class will be allowed the ordinary amount of luggage taken by a first class passenger free of charge. The Company will also at all times convey all military establishments not hereinbefore specified, all horses and other animals used for military purposes, guns, ammunition, military stores, carriages, wagons, camp equipage and equipments and all public stores of what kind soever of the Government and the Government of India at the lowest rates for the time being ordinarily chargeable by the Company for the carriage of such animals, goods, merchandise and stores respectively. The several privileges of conveyance and carriage hereby stipulated for shall at all times be enjoyed and all other reasonable requirements of the Government or of the Government of India shall be complied with in preference to and with priority over the public use of the new line.

14. The Company shall convey gold and silver bullion and coin and copper coin belonging to the Government or to the Government of India and the persons in charge thereof at special rates, to be from time to time respectively agreed upon between the Government and the Company and between the Government of India and the Company.

15. The Government of India shall be at liberty to construct, maintain, use and work such electric telegraphs and telegraphic appliances as it shall think fit along the new line or any part or parts thereof and it shall be lawful for the Government of India for such purposes to enter at all reasonable times, by its agents, workmen or others on the new line or any part thereof, and to erect, maintain, make, do and execute thereon all such buildings,

machinery, works, acts and things not unnecessarily obstructing the working of the new line as it shall consider necessary or proper in relation to the construction, maintenance, use and working of the said telegraphs and telegraphic appliances. And the Government of India shall not, in respect to such matters or any of them, be subject to the control or interference of the Company.

All buildings, machinery, works and appliances erected or brought by or on behalf of the Government of India on the new line or any part thereof shall be and remain the property of the Government of India and shall be removable by it at pleasure.

The Company shall at all times furnish the Government of India with such free passes over the new line as they shall require for persons employed in or about the construction, maintenance, working or inspection of all electric telegraphs and telegraphic appliances hereinbefore referred to or any buildings or works appertaining thereto.

16. The Government of India has agreed to construct or provide such electric telegraphs and telegraphic appliances as the Company shall, with the approval of the Government of India, from time to time require for the purposes of working the new line and to allow the Company to have the exclusive use (so long as they shall work the line) of such telegraphs and telegraphic appliances and to maintain the same in good repair and good working condition. The working of such last mentioned telegraphs and telegraphic appliances shall be exclusively in the hands of the Company and at their cost. But the Company shall observe the rules for the time being in force in the case of Indian State Railway Telegraphs or such of the said rules as the Government of India may from time to time prescribe for their observance. And the Company will pay the charges of the Telegraph Department of the Government of India for rent, maintenance and inspection of the telegraphs and telegraphic appliances provided under this Article for their use.

17. All materials, plant, engines, rolling stock, machinery and utensils required for the construction and equipment of the new line, or for the maintenance and working thereof shall be permitted to be passed and imported into the territories of the Government free of all customs charges and import duties or other imposts.

18. The Government shall provide and maintain for the purposes of the new line such a force of police as the Company, with the approval of the Government, shall from time to time require, and also if the Company with the like approval shall require, a Railway Magistrate, which police force and Railway Magistrate shall be under the direction of the British Resident at Hyderabad, provided that in case of difference between the Government and the Company as to the extent of the force required for the preservation of law and order the determination of the question shall rest with the Government. The cost of providing and maintaining the whole force of police employed for the purposes of the new line and the salary of the Railway Magistrate, including all pensionary and gratuity charges, if any, shall be defrayed as follows (that is to say), three-tenths thereof shall be borne by the Government and the remaining seven-tenths shall be borne by the Company.

19. The Company and the new line and undertaking shall be subject to provisions as nearly as circumstances will admit of, and having regard to the provisions of this Contract, similar to those contained in the "Indian Railway Act, 1890" and the "Telegraph Act of 1885" of the Indian Legislative Council, and, in any subsequent Act affecting railways or telegraphs to be hereafter passed by the Government of India; and the Government will pass an Act or Acts or issue an edict or edicts for the purpose of giving to the Company like powers to those contained in the said acts of the Legislative Council and such further Acts or Edicts, for facilitating the business and operations of the Company as the Company shall require and the Government shall approve.

20. The capital of the Company, for the purposes of this Contract, shall be raised by the issue of redeemable mortgage debentures bearing interest at such rate and to be issued in such manner and upon such terms and at such time or times and as shall be agreed between the Government and the Company; such debentures shall constitute a first charge on the new line and a second charge on the existing line, and the interest payable on such debentures shall, after the expiration of the guaranteed period mentioned in Article 22 hereof, form a first charge on the net earnings of the new line and a second charge on the surplus earnings of the existing line after providing for the interest and sinking fund (if any) for the time being payable on so much of the debenture capital authorized to be created under clause 22 of the Agreement of 1883 as shall for the time being be outstanding.

21. The Company will pay or cause to be paid into the National Provincial Bank of England, Limited, or other bank for the time being of the Company, the said capital by instalments as and when the money is required for the purposes of the Contract.

22. The interest which may from time to time accrue due and become payable in respect of the said debenture capital authorised by Article 20, or any part thereof during the construction of the new line, and until the same shall be completed and opened for public traffic throughout shall from time to time be paid by the Company out of capital, and thereafter the Government will for a period of 20 years, commencing from the time when the new line shall be so completed and opened, pay to the Company, in London, in sterling, by half-yearly payments, on every 1st day of January and 1st day of July, an annuity equal to interest for one year on the total nominal amount (not exceeding £2,500,000) of the debentures of the time being issued, in pursuance of Article 20 (but only to the extent to which the proceeds of such debentures shall have been paid to the credit of the Company

with its Bankers), at such rate as shall have been agreed upon under the same Article as the rate payable in respect of the said debentures, together with one per cent. per annum added to such rate for the Sinking Fund hereafter mentioned, and the Company shall apply the said annuity in payment of interest at the rate to be so agreed upon as aforesaid upon the amount for the time being paid up in respect of such debentures as last aforesaid, and carrying interest, and in providing a Sinking Fund at the rate of one per cent. per annum for redemption or reduction of the same debentures, in accordance with the provisions in that behalf hereinafter contained.

23. The Company shall repay all moneys paid by the Government in respect of the said annuity, and (unless otherwise agreed) in respect of any guarantee of the interest under Article 9 and on all such moneys until repaid, the Government shall be entitled to simple interest at the total rate upon the basis of which the said annuity is payable under the last preceding Article accruing *de die in diem*, and calculated on the same moneys respectively from the respective dates of the payment thereof to the Company until repayment, but such moneys or any interest thereon shall not be repayable or payable to the Government, except so far as the Government shall become entitled to receive the same under the provisions of Articles 30 and 45. Provided, nevertheless, that the Government shall not be entitled to interest on any such part of any half-yearly payment of the said annuity or interest as shall be ultimately repaid to the Government out of or by means of the net earnings, as hereinafter defined, of the Company attributable to the half-year, in respect of which the same half-yearly payment of the annuity or interest shall have been made.

24. All moneys received by or on account of the Company in India in respect of the working of the new line or any part or parts thereof which shall, for the time being, have been open for traffic, and all income in anywise received by the Company in respect of the undertaking carried on by them under the provisions of this Contract (which said moneys and income are hereinafter collectively termed gross earnings), shall, in the first place, be applicable in payment of the working expenses as hereinafter defined of the new line in such manner that the working expenses of every half-year shall, as far as practicable, be borne by the gross earnings of the half-year to which such working expenses are probably attributable, and the residue remaining from time to time at the end of each half-year, after debiting all unpaid working expenses incurred up to the end of such half-year, shall be deemed the net earnings of the new line for that half-year, and shall be dealt with accordingly.

25. The term "working expenses" shall mean and include the payment of all salaries and wages of the officials and employés of the Company, for the purposes of the new line, and all expenses of and incidental to the management, carrying on and working of the new line, including all costs and expenses incurred by the Company in and about the repairs and maintenance of the new line, with all stations, station yards, offices, warehouses, conveniences, junctions and works, engines, rolling stock, plant and machinery thereto belonging or therewith or thereon used, and all expenses of and incidental to the working and maintenance of any electric or other telegraphic or telephonic communication of the Company, in respect of the new line.

26. In the working expenses there shall be reckoned and included so much of the cost of providing and maintaining a police force and police magistrate for the purposes of the new line as is not hereby agreed to be borne by the Government, and any other moneys (whether in the nature of a payment towards a reserve fund or otherwise) which the Government and the Company may from time to time agree, or shall in case of dispute be determined by arbitration to be properly chargeable to working expenses. But no part of the cost of the original construction of the new line or any of the stations, station yards, offices, warehouses, conveniences and works or of any additions to the same or either of them, or of the purchase (except by way of replacement or renewal) of any of the engines, rolling stock, plant or machinery belonging to or used with or on or provided for the new line, shall be included in the working expenses of the new line.

27. The Company shall keep a separate revenue account in which shall be entered all the gross earnings and the working expenses of the new line. The revenue account shall be made up half-yearly to the 30th day of June and the 31st day of December in every year, or to such other days as the Government and the Company shall from time to time agree and arrange.

For the purposes of this Article the working expenses shall be taken to be the actual expenses incurred on the new line so far as such actual expenses can be determined from the separate accounts kept of the new line, together with a fair proportionate share of the Home and Indian General administrative and other charges for which separate accounts on each of the lines cannot be maintained. The shares so chargeable shall be regulated by the gross earnings of each line or such other factor as may be agreed upon between the Government and the Company from time to time, and this principle shall apply during the construction of the new line, except in so far as it is otherwise hereinafter expressly provided, the revenue account of the new line shall not be deemed to and shall not form part of the revenue account which is to be kept under the Agreement of 1883.

28. Subject to the provisions of this Contract, the Company and their accounts and affairs generally, so far as regards the new line, shall be subject to the reasonable and *bonâ fide* superintendence and control of the Government, and for better enabling the Government to exercise such control and superintendence, the Company shall record and

keep in proper books for that purpose full and particular accounts of all their transactions and proceedings, including full and true minutes of all their meetings, meetings of Directors and correspondence, so as at all times to exhibit thereby fully and truly the state of their affairs and proceedings, and the Government and any person or persons appointed by them in that behalf shall, at all reasonable times, have free access to all the books, accounts, papers and documents of the Company except confidential correspondence between the Agent and the Board and communications between the Company and their Legal Advisers, and power to make copies of and extracts from the same, and for the purposes aforesaid, it shall also be lawful for the Government from time to time, to appoint an Official Director of the Company as a member of the Board and from time to time, to remove him and appoint another, a vacancy on the Board being at all times reserved by the Company for such Official Director, and such Official Director shall not be subject to the provisions of Articles 18 to 25 of the Articles of Association of the Company or any other articles which may hereafter be substituted in their place, and he shall have all the powers of an ordinary Director and be entitled in all things to act as such, and to exercise at his discretion a right of protest on behalf of the Government in all proceedings whatsoever at Boards of Directors, except proceedings for the purpose of communicating with the Legal Advisers of the Company. Provided always that when any question, dispute or difference shall arise, the same shall be referred for settlement through the British Resident at Hyderabad to the Government of India in their Railway Department, whose decision shall be conclusive and binding on both parties. Nothing hereinbefore contained shall authorise the Government to appoint or discharge any officer or servant of the Company except such Official Director as aforesaid.

No moneys shall be raised by the Company for the new line for capital or any other purpose without the previous sanction in writing of the Government.

29. Subject to the provisions of this Contract, all the expenses of the Company in relation to the new line shall from time to time be stated and submitted to the Government for their sanction and approval, and as between the Company and the Government shall be allowed so far only as the same shall from time to time have been sanctioned and approved by the Government. PROVIDED ALWAYS that in case any dispute or difference shall arise between the Company and the Government regarding any item of expenditure which shall have been incurred or shall be proposed to be incurred, such dispute or difference shall be referred for settlement through the British Resident at Hyderabad to the Government of India in their Railway Department, whose decision shall be conclusive and binding on both parties.

30. Until the new line shall be completed and opened for public traffic throughout, the net earnings thereof shall be applied in the first place in or towards replacing any sum or sums paid by the Company in respect of interest on capital during construction under Article 22 hereof, and subject thereto shall be dealt with in the manner hereinafter prescribed with reference to net earnings after the new line shall be opened.

After the new line shall be completed and opened for public traffic throughout and so long as the Government shall be liable to pay the annuity under Article 22, the net earnings of the new line shall be dealt with as follows, that is to say:—The net earnings of every half-year shall be applied, in the first instance, in or towards repayment of the portion of the said annuity, and (unless otherwise agreed) any further guaranteed interest which shall have been paid in respect of the same half-year. And the residue (if any) of the said net earnings shall be applied in manner following, that is to say: —One moiety thereof or such part thereof less than one moiety as shall be sufficient for the purpose shall be applied in or towards repayment to the Government of such sum or sums of money as shall at any previous time or times have been paid by the Government to the Company in respect of the said annuity, or (unless otherwise agreed) any guaranteed interest, and not been repaid, and subject thereto, in or towards the repayment to the Government of any other sum or sums of money for the time being owing by the Company to the Government in respect of the new line; and the balance, if any, of such moiety of net earnings shall be paid to the Government and the Government shall be entitled to retain the same for its own use and benefit. And the remainder of such net earnings shall be added to, and dealt with (under Article 31 of the Agreement of 1883) as part of the net earnings of the Company in respect of the existing line.

And from and after the expiration of the period of the said annuity, the said net earnings of the new line in each year shall be applied as follows, that is to say:—A sum equal to interest for such year at the rate agreed upon under Article 20 on such of the debentures issued under that Article as shall, for the time being, be outstanding, shall be retained by the Company and applied in payment of the interest on such debentures, and the balance if any of the said net earnings shall be applied as follows, namely:—One moiety thereof in or towards payment to the Government of any sum or sums of money for the time being owing by the Company to the Government in respect of the new line, or, if no moneys shall for the time being remain due by the Company to the Government in respect of the new line or if such moiety shall exceed the amount for the time being due by the Company to the Government in respect of the new line, then the said moiety or so much thereof as shall be in excess as aforesaid, shall be paid to the Government and the Government shall be entitled to retain the same for its own use and benefit. And the remaining moiety shall be added to, and dealt with (under Article 31 of the Agreement of 1883) as part of the net earnings of the Company in respect of the existing line,

PROVIDED ALWAYS that the adjustment of accounts, so far as it shall relate only to the division and appropriation for their own use and benefit of the said balance of the said net earnings between and by the Company and the Government respectively, shall take place at the end of every year instead of every half-year, that is to say, up to the end of December in every year.

All moneys payable to the Government under this Article shall be paid in sterling at the current rate of exchange in London or in India in rupees as the Government may elect.

The Company's accounts of all receipts and expenses of the new line shall be audited for the Government by any person or persons appointed by the Government from time to time in that behalf, and the Company shall give every facility and assistance required for carrying out such audit to the satisfaction of the Government. The audit of the Government of the expenses shall be on parallel lines and run concurrently with the audit of the Company. The Company's accounts of the capital expenditure incurred on or in connection with the new line shall also be audited for and on behalf of the Government by the person or persons to be appointed by the Government as aforesaid, and the system of audit to be applied in this case will be such as may be necessary with regard to the system of disbursement and accounts that may be adopted and followed by the Company, and the Company shall give every facility and assistance required by the Government for such audit.

The revenue account referred to in Article 27 shall be regularly submitted by the Company to the Government, and may, in case of any error being discovered therein, be objected to within three months from the rendering thereof. Every such account shall, subject to any such objection and correction of error, be considered as settled at the expiration of the said period. All books and accounts of the Company and papers, and correspondence relating to such accounts shall at all reasonable times be open to the inspection of the person or persons to be appointed by the Government for the audit as hereinbefore provided. Any reasonable expenses of, and incidental to, the audit on behalf of the Government (including the expenses incurred by the employment by the Government of any person for any purpose connected therewith) shall be paid by the Company and shall form part of the working expenses of the Company, and the statement of the Government of the amount of such expenses shall be conclusive.

31. All interest paid on capital during construction and all other expenditure of the Company during or relative to the original construction and completion of the new line, with the stations, station yards, offices, warehouses, conveniences and works thereof respectively, and relative to the cost of supplying the requisite engines, carriages, rolling stock, plant and machinery shall, from time to time, be stated by the Company and submitted to the Government, and as between the Company and the Government such expenditure shall be allowed as capital expenditure so far only as the same shall from time to time be or have been previously agreed to or subsequently admitted by the Government or its representative.

32. If any question shall arise whether any expenditure incurred by the Company is to be treated in the whole or in part as a charge incurred on capital account, or how the same is to be dealt with, the same shall be determined on the general principle that capital is to bear the cost of new works, of additional rolling stock, plant, and machinery, and of substantial improvements of, and additions to, old works, rolling stock, plant, and machinery (including the cost of any temporary new work, the construction of which is requisite for the construction of a work properly chargeable to capital), and that the cost of repairs, restorations, renewals, or replacements, falls under the head of working expenses, and is not a charge incurred on capital account (provided that the expenses of maintenance or repair necessitated by causes other than fair or ordinary wear and tear if incurred within twelve months after the opening for traffic throughout shall be borne by capital). After the new line has been opened for traffic throughout, no portion of the salaries or allowances of any of the Company's permanent supervising or other administrative staff shall be chargeable to capital, although for the time being employed partly or wholly in directing or superintending work so chargeable, and no expenses connected with the engagement or passage from or to England of any person in the Company's service shall be chargeable to capital unless such persons shall have been specially engaged to carry out work chargeable to capital, and been actually employed on such work, but, until the new line is opened for traffic throughout, all the expenses of the Company (including all cost and expenses of the Government and of the Company in relation to this Contract) shall be chargeable to capital.

33. If any difference shall arise between the Government and the Company as to whether any expenditure incurred in any particular case is to be treated as a charge incurred on capital account, the matter in difference shall be referred to the decision of the Joint Auditor, if the Government and the Company shall have appointed such an officer, but in case a Joint Auditor shall not have been appointed, then the matter in difference shall be referred for final decision to the Company's Auditor or some other person, to be named by the Company and a person to be named by the Government, or in case of their being unable to agree to an umpire to be named by them, and in the event of their failing to do so within fourteen days after the difference shall have been referred to them, then the appointment of an umpire may be made on the application of either party by the Government of India in the Railway Department. The costs of any such reference shall, unless the referees or referee shall otherwise direct, be treated as part of the working expenses of the Company.

34. The Company shall enter all the expenditure allowed under Article 31 in an account to be called "The Capital Account," and when and so soon as the new line and all proper stations, station yards, offices, warehouses, conveniences and works thereof shall have been completed and provided with the necessary engines, carriages, works, rolling-stock, plant and machinery, the Government shall, by examination of such account, ascertain and certify the amount of the expenditure. If any further expenditure shall from time to time be made by the Company, or if any payment shall be made by the Company to re-imburse the Government for moneys expended by the Government under Article 9, and if it is agreed between the Government and the Company that such expenditure or payment is properly chargeable to capital, the same shall in like manner be entered in the capital account, and from time to time as occasion shall require the said capital account shall be made up and stated afresh, and the total amount of expenditure entered therein shall be ascertained and certified by the Government. In the said capital account shall also be entered any moneys produced by sale of property originally purchased under expenditure entered in the said capital account under Article 31 or this present Article, and the Government shall from time to time, as may be necessary, ascertain and certify the amount of the excess of the expenditure entered in the capital account over the receipts entered therein.

35. The Company shall keep accounts and returns of its traffic in a manner similar to those required by the Government of India to be kept by the Indian Railway Companies whose undertakings are worked under the supervision of the Secretary of State for India, and in forms similar to those in which the like accounts and returns of traffic are required to be kept by such Companies, or in such other manner and form as the said accounts and returns shall for the time being be required by the Government of India, and the Company shall, at its own cost, render all accounts and returns of traffic required to be kept by it, under this section, to the Government at such times as the Government shall from time to time require. And the books and accounts of the Company shall be open to the inspection of the Government at all reasonable times.

36. The Government will use their best endeavours to obtain for the Company powers to form junctions with other railways near to the new line and powers to run the trains of the Company on such other railways upon reasonable terms and conditions, and will endeavour to obtain such powers for the Company with reference to any railways that may hereafter be formed in the territories of the Government, if such railways be not constructed by the Company.

37. The Company will from time to time, upon the requisition of the Government or of the Government of India, make reasonable arrangements for the use of the new line for the passage of the engines and trains of other railways for the interchange of traffic and rolling-stock thereof, and for the use of any of the stations of the Company, and for the accommodation of the traffic of other railways, provided that all such arrangements shall be made subject to the payment of reasonable tolls and charges and under reasonable conditions and restrictions.

38. Every notice, direction, requisition, appointment, approval or certificate to be given or signed on the part of the Government or of the Government of India for any of the purposes of this Contract shall be sufficient and binding if in writing signed by any duly authorised official of the Government, or, as the case may be, of the Government of India.

39. The Company shall at all times keep an office established at Secunderabad or Hyderabad as the Company may determine, and shall keep at such office an authorised agent or committee of agency with whom the Government may communicate on affairs concerning the new line. All drafts drawn and receipts given by the said agent or committee of agency, or under his or their authority on behalf of the Company, concerning the new line and the affairs thereof, shall be binding on the Company, and every notice to be given to the Company other than the notices mentioned in any of the several Articles hereinafter contained, which shall be served at the Company's registered office in London, shall be sufficiently given if left at the office first mentioned in this Article, or if personally served on the agent or any member of the said committee of agency.

40. On the expiration of this Contract by effluxion of time, the land which shall have been provided for the Company under this Contract, so far as the same shall not have been previously delivered up by the Company, shall with the lines and all buildings, works and fixed machinery thereon not then already belonging to the Government revert to the Government free from all debts and charges whatsoever, but subject, as to such part of such land and premises as are situate in British territory, to the terms upon which the same shall be held by the Company. The Company shall thereupon deliver to the Government all plans, surveys, sections, books, printings, writings, drawings and documents whatsoever in anywise connected with the new line and the affairs thereof and the Company shall sell and the Government shall purchase all engines, carriages, rolling stock, plant and machinery, and stores, which on the expiration of this Contract shall be the property of the Company and used in working the new line, or in connection therewith, for such sum of money as shall be the fair value thereof for the purposes of the new line, the same to be determined in case of dispute by arbitration in manner by Article 46 provided in respect of the matters therein dealt with, and from such sum of money with interest thereon at the rate £3½ per cent. per annum, calculated from such expiration as aforesaid, until payment shall be paid in sterling by the Government to

the Company in London within six months after the amount thereof shall have been determined.

41. It shall be lawful for the Government to acquire the new line with the stations, station yards, offices, warehouses, works, conveniences, engines, rolling stock, plant, machinery and stores thereto belonging upon the 1st day of January, which shall be either in the year 1914, 1934, or 1954, upon giving 12 months' previous notice in writing to the Company in London of the intention of the Government to acquire the same, and, in case such notice of acquisition shall be given, the land provided for the Company under this Contract, so far as the same shall not have been previously delivered up, with the lines and all buildings, works and machinery thereon (not then already belonging to the Government) subject as to the land and line in British territory to the terms upon which the same shall be held by the Company, and all engines, carriages, rolling stock, plant, machinery and stores used in working the new line, or in connection therewith, or appropriated thereto, shall on the said 1st day of January 1914, 1934, or 1954, as the case may be, and upon payment of the purchase money hereinafter mentioned for the same, become the absolute property of the Government, free from all debts and charges whatsoever, and the Company shall thereupon deliver to the Government all the engines, carriages, rolling stock, plant, machinery and stores used upon or in connection with or appropriated to the new line and all surveys, plans, sections, printings, writings, drawings, and documents whatsoever in anywise relating thereto. The Government shall on the day on which the new line and the other premises mentioned in this Article shall, under this Article, become property of the Government, pay to the Company in London, in sterling, so much of the debenture capital mentioned in Article 20 as shall be then unredeemed. Provided always and it is hereby expressly agreed and declared that, if the Government shall exercise the right of acquiring the new line in the year 1914, then and in that case, the Government shall pay to the Company a bonus of 25 per cent. on so much of the debenture capital mentioned in Article 20 as shall be then unredeemed. Provided also that if the right to acquire the new line shall not be exercised in the year 1914, no bonus shall be payable in the year 1934 or 1954.

42. In case of any breach on the part of the Company of any of the provisions herein contained, it shall be lawful for the Government upon the report of an Inspecting Officer, to give to the Company in London six months' notice in writing of the intention of the Government to terminate the interest of the Company in the new line and works, and the land provided for the same, and unless the default of breach shall be made good or remedied prior to the expiration of the said six months, or such further period, if any, as shall be agreed between the Government and the Company, or determined by arbitration under Article 46, it shall be lawful for the Government on the expiration of the same six months, or such further period, as the case may be, and upon payment of the amount next hereinafter mentioned, to assume possession of the new line, works and land, and of the engines, carriages, rolling stock, plant, machinery and stores belonging or appropriated to the new line free from all debts and charges whatsoever but subject as to such part of such line and works as are in British territory to the terms upon which the same shall be held by the Company. And in case of such possession being assumed, the Government shall pay to the Company in London in sterling so much of the debenture capital mentioned in Article 20 as shall be then unredeemed.

43. Upon the Government acquiring the right of possession of the new line and the interest of the Company in the same terminating under any of the three Articles last hereinbefore contained, the obligations of the parties hereto under any of the provisions of this Contract (save the provisions in such three Articles) shall as to any future operation thereof cease. But it shall be lawful for the Government out of any moneys payable by them to the Company under any of such Articles, to deduct the amount (if any) of money in the hands of the Company, representing capital sanctioned by the Government but remaining unexpended.

44. And it is mutually agreed that the sum of £200,000 referred to in Article 46 of Agreement of 1883 and the investments for the time being representing the same and the income thereof shall, subject to the terms and conditions of that Article, be held by the Trustees therein mentioned to secure the punctual payment of the said annuity payable by the Government to the Company under Article 22 hereof.

45. The balance of the annuity to be paid by the Government to the Company in pursuance of Article 22 from time to time remaining in the hands of the Company after each half-yearly payment of the interest specified in that Article, shall be immediately paid over by the Company to the Trustees mentioned in Article 44.

The said Trustees shall, during the period of 20 years mentioned in Article 22, invest all moneys received by them in respect of such balance of the said annuity in manner menotined in Article 46, paragraph (A) of the Agreement of 1883 and shall hold the stocks, funds and securities on which the said moneys shall be invested, and the accruing interest and dividends thereof, in trust to be accumulated and to form a sinking fund for the redemption of the said debenture capital mentioned in Article 20, and after the expiration of the said period of 20 years shall apply the said sinking fund or any part or parts thereof towards the redemption of the said debenture capital in such manner and at such times as shall be requisite having regard to the terms of issue of such debenture capital and subject thereto in such manner and at such times as the Government and the Company shall agree.

On the determination of this Contract otherwise than by effluxion of time, any balance of the said sinking fund which shall then remain unapplied, shall, in the event of the Government acquiring the undertaking under Article 41 or in the event of a forfeiture under Article 42 and up to the amount payable in respect of the said debenture capital for the time being unredeemed and subsisting and any interest thereon and all moneys for the time being payable by the Company to the Government, be treated as and applied by the Trustees in part payment of the money payable by the Government to the Company under those Articles respectively, and in the event of the expiration of this Contract by effluxion of time, any such balance shall be applied in repayment, so far as the same will extend, of the said debenture capital or so much thereof as, immediately before the said expiration, shall have been unredeemed and subsisting, and interest thereon and subject thereto shall be applied in payment to the Government of any moneys then payable by the Company to the Government subject as aforesaid any such balance shall belong to the Company.

46. If the Government and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract or if any dispute or question shall arise as to the necessity for or the character, situation or extent of any work proposed by the Company or required by the Government to be executed by the Company under any of the provisions hereinbefore contained, or if in any case whatsoever (except with respect to matters referred to in Articles 28, 29 and 33) any dispute, question or controversy shall at any time arise between the Government and the Company touching this Contract, or the construction or operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in any of such cases, the matter as to which the Government and the Company shall fail to agree or the matter in difference as the case may be, shall be submitted to a Board of Arbitration one member of which shall be appointed by the Government, and the other by the Company, and the duty of such Board shall be to enquire into and equitably adjust and determine such disputes and, if unable to do so by reason of difference of opinion amongst the members thereof or for any other reason, to refer the said dispute for determination to an Umpire, to be appointed by the mutual consent of the said Board in each case before they proceed to arbitration, or in case the said Board shall not, within fourteen days after the dispute or difference shall have been referred to them, have appointed the said Umpire, the appointment of an Umpire may be made upon the application of either party by Her Majesty's Secretary of State for India, and the decision of such Board or, in the event of their not arriving at a decision as aforesaid, of such Umpire shall be final and binding upon both parties, and no appeal shall lie therefrom, and upon every such reference the Board of Arbitration and Umpire shall respectively have power to examine witnesses upon oath or affirmation, and to fix, settle and determine the amount of the cost of the reference and award respectively or incidental thereto to be paid by both parties or by either party, and to direct and award when and by whom such costs shall be paid. In matters not otherwise herein provided for the provisions of the Imperial Act of Parliament known as the Railway Companies' Arbitration Act, 1859, shall *mutatis mutandis* have effect in relation to every arbitration under this Contract.

47. This Contract is subject to ratification by Her Majesty's Secretary of State in Council for India and to ratification by an Extraordinary General Meeting of the Members of the Company, and if this Contract be not so ratified within six months from the date hereof, either party may by notice in writing to the other of them rescind this Contract and neither party shall have any claim against the other of them under or in respect of any of the provisions hereof.

APPENDIX CC.

Heads of Agreement between the RAJPIPLA STATE now represented by the Administrator, hereinafter called the RAJPIPLA STATE, and the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY, herein styled the Company, for the working of the Rajpipla State Railway from Anklesvar to Pardi on the 2′.6″ gauge, hereinafter called the Rajpipla Railway.

1. (*a*)—Under the conditions hereinafter recited, the Company agree to work on behalf of the Rajpipla State, the Rajpipla Railway and such extensions as it may be agreed upon between the Rajpipla State and the Company to include in this arrangement.

(*b*)—The arrangements herein laid down shall be in force for three years from the date of the opening of the Rajpipla Railway to public traffic; but may, either on expiry of the three years or at the end of any calendar half-year thereafter, be terminated on one year's notice from either party to the Agreement.

2. All communications between the Rajpipla State and the Company under this Agreement shall pass through the Political Agent of Rewa Kantha, and the Consulting Engineer for Railways to the Government of Bombay, who shall, for the purposes of this Agreement, undertake the same general duties with respect to the Rajpipla Railway as are entrusted to him with respect to the Railways under the control of the Bombay Government and take the orders of Government when necessary.

3. The Company shall be subject in all respects, with reference to the Rajpipla Railway, to the same control by the Bombay Government as they are with regard to their own line.

4. The Rajpipla Railway, including stations, station buildings, sidings, furniture, weighing machines, dwellings for staff, level crossings, signals, signal lamps, cash-safes, rolling stock, engine and repairing sheds, provision for water-supply and all other necessary appliances for working the line, shall be provided by, or at the cost of, Rajpipla State, and such alterations and additions thereto, as may from time to time be found necessary, shall be carried out by, or at the cost of, the Rajpipla State.

5. The Company shall maintain and work Rajpipla Railway and shall have the entire control of the train and traffic afrrangements, appoint all necessary staff, and provide all necessa ry labour and materials or the proper and efficient maintenance and working of the Railway, the cost being borne by the Rajpipla State as laid down in clause 13.

6. The Company shall keep a separate account of the earnings of the Rajpipla Railway, and shall be responsible for the collection of all the revenue appertaining to that Railway, including such rents as may be charged, under the Company's rules, to any of their servants or the servants of the Rajpipla State occupying dwelling houses, the property of the Rajpipla State; and shall pay the same into the Treasury, in the same manner as their own earnings, and shall credit the amounts to the Revenue Account of the Rajpipla Railway.

7. The Company shall furnish the Rajpipla State with weekly returns, both approximate and audited, of the earnings of the Rajpipla Railway, with monthly accounts of Capital and Revenue transactions, and at the close of each half-year, with a full account both of receipts and expenditure, under detailed heads to be settled between the Consulting Engineer for Railways to the Government of Bombay and the Company.

8. (*a*)—Advances shall be made by the British Government Treasury to meet the cost of working the Rajpipla Railway and debited to the Company.

(*b*)—The account as between the British Government and the Rajpipla State shall be finally adjusted at the close of each half-year, as soon as possible after the Revenue Account is rendered, and the balance in favour of or against the Rajpipla State shall then be paid over to it or by it, as the case may be.

9. (*a*)—The fares to be charged for coaching traffic, and the rates to be charged for goods traffic, shall be fixed from time to time by the Agent of the Company in communication with, and subject to the approval of, the Rajpipla State.

(*b*)—In the absence of any special agreement between the Rajpipla State and the Company, the fares and rates for coaching, goods and miscellaneous traffic, and the classification of goods on the Rajpipla Railway shall, as far as may be, conform to those generally in force on the Bombay, Baroda and Central India Railway.

10. For the present the fares and rates for local passenger and goods traffic over the Rajpipla Railway shall be as under:—

Passengers.

Upper class	9 pies per mile.
Lower do.	3 ditto.

Goods.

Special class goods	0·25 pie	per md.	per mile.
First class	0·4	do.	do.
Second class	0·6	do.	do.
Third class	0·8	do.	do.
Fourth class	1·0	do.	do.
Fifth class	1·2	do.	do.

11. Through goods rates shall be fixed by the Company according to the foregoing scale, or such other scales as may be agreed to from time to time by the Company in communication with, and subject to the approval of, the Rajpipla State.

12. The same terminals shall be charged on different descriptions of traffic on the Rajpipla Railway as on the Bombay, Baroda and Central India Railway, and they shall be divided as under :—

(*a*)—On *bonâ fide* local traffic on the Rajpipla Railway, the whole terminal shall be credited to the receipts of that Railway.

(*b*)—On through traffic between stations on the Rajpipla Railway and stations on the Bombay, Baroda and Central India Railway, any amount which the Company may have to pay out for cartage shall first be deducted from the terminal, and half the residue of the terminal shall be credited to the receipts of the Rajpipla Railway.

13. The expenses of working the Rajpipla State Railway shall be ascertained and paid by the Rajpipla State as follows :—

(*a*)—*Maintenance of Way, Works, etc.*—A separate account to be kept of all wages and stores purchased for the maintenance of the permanent-way, works and the buildings on the Rajpipla Railway, and the cost thereof, together with the salary of an Inspector, to be charged to the Rajpipla State.

(*b*)—*Locomotive and Carriage and Wagon.*—A separate account to be kept of all wages and stores for the Rajpipla Railway, and of all expenditure in the maintenance of the Rajpipla Railway rolling stock and shops, and of any work debitable to the Revenue of the Rajpipla Railway done for that line in the shops of the Company, and the cost to be charged to the Rajpipla State.

(*c*)—*Traffic.*—A separate account to be kept of all wages and stores for the Rajpipla Railway, and the cost to be charged to the Rajpipla State.

The actual cost of working the station at Anklesvar at the junction of the Rajpipla Railway with the Bombay, Baroda and Central India Railway to be divided between the Rajpipla State and the Company in proportion to the amount of work done for each, which is to be estimated at the close of each half-year, and is to be measured by the amount of traffic, both through and local, dealt with on account of the Bombay, Baroda and Central India Railway and the Rajpipla Railway, respectively, at Anklesvar.

(*d*)—*Compensation.*—All compensation of any character for loss or damage, or on account of any accident or occurrence on the Rajpipla Railway arising from any cause for which a Railway Company would under the law in force in British India be liable, shall, if paid by the Company, be charged to the Rajpipla State.

(*e*)—*Police.*—A separate account to be kept of the wages, stores and expenses of the Bombay, Baroda and Central India Railway Police employed on the Rajpipla Railway, and the cost thereof to be charged to the Rajpipla State.

(*f*)—*Contribution to the Provident Fund.*—One per cent. on the ascertained net earnings of the Rajpipla Railway on completion of the half-yearly accounts to be deducted and paid into the Provident Fund of the Bombay, Baroda and Central India Railway, the benefits of which are to be enjoyed by the employés of the Rajpipla State Railway.

(*g*)—*Superintendence.*—A sum equal to 12½ per cent. on the total working expenses, but not less than 300 (three hundred) rupees per mensem, nor more than an average of 800 (eight hundred) rupees per mensem, in the half-year to be charged to the Rajpipla State, to cover the cost of superintendence, including the Resident Engineer, the Locomotive Foreman, the District Traffic Superintendent, the Traffic Inspector, general expenses of management and audit.

14. All money transactions under this Agreement as between the Bombay Government, the Rajpipla State and the Company shall be in British Government rupees, and the Company are to accept the British currency only in payment of fares and rates.

15. Any question or dispute which may arise in carrying out these arrangements shall be settled by arbitration in a manner to be arranged between the Government of Bombay, the Rajpipla State and the Company.

16. The Indian Railways Act and the Standing Regulations of the Company as applicable to the Bombay, Baroda and Central India Railway, as approved by the Governor General in Council under the Indian Railways Act, which have been accepted by His Highness' Government, shall apply to the Rajpipla Railway. The above Act and Standing Regulations shall, within Railway limits on the Rajpipla Railway, constitute the law in force under which offences and actions affecting the Company or their servants shall be tried.

17. The foregoing clauses are subject to confirmation by the Government* of India and the Board of Directors of the Company.

* Sanctioned in Government of India, Public Works Department, letter No. 594 R. T., dated the 26th July 1897.

APPENDIX DD.

HIS HIGHNESS THE GAEKWAR'S PETLAD RAILWAY.

Heads of Agreement between the GOVERNMENT OF HIS HIGHNESS THE MAHARAJA GAEKWAR, hereinafter called His Highness' Government, and the Bombay, Baroda and Central India Railway Company, hereinafter styled the Company, for the working of HIS HIGHNESS THE GAEKWAR'S PETLAD RAILWAY, hereinafter called the Petlad Railway.

Under the conditions hereinafter recited, the Company agree to work on behalf of His Highness' Government, the Petlad Railway and such extensions as it may be agreed upon between His Highness' Government and the Company, to include in this arrangement, with effect from the 5th May 1890, from which date the Bombay, Baroda and Central India Railway Company commenced to work the line

2. The said Company shall have the entire control of the train and traffic arrangements of the Petlad Railway during the continuance of this Agreement.

3. All communications between His Highness' Government and the Company under this Agreement shall pass through the Agent to the Governor General at Baroda, and the Consulting Engineer for Railways to the Government of Bombay, who shall, for the purposes of this Agreement, undertake the same general duties with respect to the Petlad Railway as are entrusted to him with respect to the Railways under the control of the Bombay Government and take the orders of Government when necessary.

4. The Company shall be subject in all respects, with reference to the Petlad Railway, to the same control by the Bombay Government as they are with regard to their own line.

5. (*a*)—The Petlad Railway, including stations, station buildings, sidings, furniture, weighing machines, dwellings for staff, level crossings, signals, signal lamps, cash safes, engine and repairing sheds, provision for water supply and all other necessary appliances for working the line, shall be provided by, or at the cost of, His Highness' Government, and such alterations and additions thereto, as may from time to time be found necessary, shall be carried out by, or at the cost of, His Highness' Government.

(*b*)—All additions and alterations of works within the Company's premises, as may be necessary at the Anand Junction, in consequence of the connexion of the Petlad Railway with the Bombay, Baroda and Central India Railway, shall be carried out by the Company as follows :—

I—New works for the sole use of the Petlad Railway. Alterations of the Company's existing lines, and turntable.	At the cost of His Highness' Government,
II—Additional sidings for the Bombay, Baroda and Central India Railway at Anand, as also the alterations and additions to the *existing* station buildings and quarters.	At the cost of the Company,
III—Other works for joint use at the junction station.	Capital cost to be provided equally by His Highness' Government and the Company,

it being understood that His Highness' Government acquires no right of property within the Company's premises, except that, in case of the termination of the Agreement, His Highness' Government shall be at liberty to remove all materials of permanent-way, etc., supplied by it, and shall receive for structures put up at its cost, so much as they may be worth at the time to the Company.

(*c*)—The Company shall give, without any charge, the free use of all the existing station buildings and offices, staff quarters, station machinery and furniture at Anand Junction stations.

6. The whole of the engines, carriages, wagons, sheets and other appliances for the equipment of trains and vehicles shall be provided by the Company.

7. As regards all charges on account of maintenance of way and works, including the repairs of bridges, stations and buildings, conservancy of rivers and all other works or linarily constructed or repaired by the Engineering Department, and as regards the expenses incurred in working the line in other Departments, the Company shall charge to His Highness' Government the same percentage of the gross earnings as may be incurred in these Departments for the half-year in question on the Bombay, Baroda and Central

India Railway, and these charges shall be held to include supervision and the use of rolling stock.

8. From the amounts thus apportioned chargeable as working expenses, the Company shall defray all the working charges and pay the salaries of the staff (including junction staff) and provide stationery, tickets, coal, oil, grease, current consumable stores and all other necessary materials for the proper and efficient working of the Petlad Railway.

9. The cost of all additional works or such improvements to existing works as may be necessary for the proper working of the line or to meet the growth of traffic, which are properly chargeable to construction account, shall be dealt with as follows:—

(*a*) All works costing over Rs. 1,000 shall be charged to the Capital account of the Petlad Railway, and shall be debited direct to His Highness' Government.

(*b*) In the case of works costing Rs. 1,000 or less, a charge to Revenue will be admitted up to the same percentage of gross receipts as obtains for similar expenditure during the same half-year on the Bombay, Baroda and Central India Railway; beyond this limit expenditure on works costing Rs. 1,000 or less shall be charged to the Capital Account of the Petlad Railway, and shall be debited direct to His Highness' Government.

10. (*a*)—His Highness' Government shall provide and maintain, for the purposes of that portion of the Petlad Railway which lies in His Highness' territory, such a force of Police as His Highness' Government may, in consultation with the Company, deem necessary for the protection of the line and of property in the trains and at each station thereof. The cost of this force shall be defrayed by His Highness' Government.

(*b*)—For that portion of the Petlad Railway which is in the British Territory, the Company shall provide and maintain the necessary Government Railway Police Force.

11. The Company shall be responsible for the collection of all the revenue appertaining to the Petlad Railway, including such rents as may be charged, under the Company's rules, to any of their servants or the servants of His Highness' Government occupying dwelling houses, the property of His Highness' Government, and shall pay the same into the Treasury in the same manner as their own earnings.

12. The Company shall furnish His Highness' Government through the Agent to the Governor General at Baroda and the Consulting Engineer for Railways to the Government of Bombay with a weekly return of the approximate earnings of the Petlad Railway, and at the close of each half-year, with a full account, both of receipts and expenditure, under detailed heads to be settled between the Consulting Engineer and the Company.

13. Advances shall be made by the Government Treasury to meet the cost of working the Petlad Railway.

14. The account as between the Bombay Government and His Highness' Government shall be finally adjusted at the close of each half-year, as soon as possible after the Revenue Account is rendered, and the balance in favor of or against His Highness' Government shall then be paid over to it or by it, as the case may be.

15. (*a*)—The fares to be charged for coaching traffic, and the rates to be charged for goods traffic, shall be fixed from time to time by the Agent of the Company, in communication with, and subject to the approval of, His Highness' Government.

(*b*)—In the absence of any special agreement between His Highness' Government and the Company, the fares and rates for coaching, goods and miscellaneous traffic, and the classification of goods on the Petlad Railway shall, as far as may be, conform to those generally in force on the Bombay, Baroda and Central India Railway.

(*c*)—In the equipment of passenger trains, there shall always be ordinarily attached one composite first and second class carriage. The number will be increased according to requirement.

(*d*)—Mails and postal officers on duty shall be carried at the rates and on the conditions which may be in force from time to time on State Railways in British India.

16. Through rates shall ordinarily be the sum of the local rates to the junction, but special agreement may be come to in regard to through traffic.

17. The same terminal shall be charged on different descriptions of traffic on the Petlad Railway, as on the Bombay, Baroda and Central India Railway.

18. All money transactions under this Agreement, as between the Bombay Government, His Highness' Government and the Company, shall be in British Government rupees, and the Company are to accept the British currency only in payment of fares and rates.

19. The arrangements herein laid down shall be in force from 5th May 1890, from which date the Bombay, Baroda and Central India Railway Company commenced to work the line; but may at any time be terminated on one year's notice from either party to the Agreement.

20. Any question or dispute which may arise in carrying out these arrangements shall be settled by arbitration in a manner to be arranged between the Government of Bombay, His Highness' Government and the Company.

21. The Indian Railways Act, and the Standing Regulations of the Company, as applicable to the Bombay, Baroda and Central India Railway, as approved by the Governor General in Council under the Indian Railways Act, which have been accepted by His Highness' Government, shall apply to the Petlad Railway. The above Act and Standing Regulations shall, within railway limits on the Petlad Railway, constitute the law in

force under which offences and actions affecting the Company or their servants shall be tried. All such offences occurring on that portion of the Petlad Railway, which lies in His Highness' territory, shall be tried by duly constituted Magistrates appointed by His Highness' Government, provided that all servants of the Company employed on that portion of the Petlad Railway, who are British subjects, shall have the right of making representation to the Agent to the Governor General at Baroda, whose advice will be duly attended to.

22. The telegraph line along the Petlad Railway shall be constructed and maintained by the Imperial Telegraph Department on the same terms as regards charges for rent and maintenance as may be from time to time in force in the case of State Railways. The Company shall work the line in strict accordance with the rules which have been, or which from time to time may be, authorised by the Governor General in Council for the adoption and working of licensed Railway telegraph lines in British India.

23. The foregoing clauses are subject to confirmation by the Board of Directors of the Company.

APPENDIX EE

Amended clause* 7 of the Agreement between the OUDH AND ROHILKHAND RAILWAY and the ROHILKUND and KUMAON RAILWAY COMPANY for the interchange of traffic *vid* Lucknow and Bareilly Junctions and for the joint working, those stations.

Accidents.

I. Each Railway shall be responsible for all damages or accidents to its own local traffic.

II. Each Railway shall be responsible for all damages occurring to its own engines and vehicles and traffic therein, and to vehicles and traffic therein helonging to any foreign railway, when such vehicles and traffic therein are attached to its own trains.

III. Each Railway shall be responsible for all damages or accidents within the joint station limits which may occur (*a*) to its own stock, (*b*) to any foreign stock which the Railway may have brought to the junction station, (*c*) to the public or to the traffic in such home or foreign stock.

IV. Each Railway shall be responsible for all damages or accidents caused by its own running staff within the limits of the joint station.

V. Except as provided in paragraphs II, III, and IV, all losses or expenditure incurred by reason of damages or accidents which may happen to interchanged traffic within the limits of the joint station, shall be a debit to the joint station expenses account.

VI. Notice of all accidents, damages, losses, etc., connected with joint working which may occur within the limits of the joint stations shall be sent, in accordance with the rules in force from time to time for reporting accidents on the Oudh and Rohilkhand Railway, to the officers of the two Railways, as soon as possible after the occurrence of such accidents, losses, etc.

VII. In the event of the two Railways being unable to agree as to the cause of any accident of the incidence of any loss or expenditure incurred thereby, as provided in paragraphs I, II, III, IV and V of this clause, the Consulting Engineer to the Government of India for Railways, Lucknow, shall act as sole arbitrator for the decision of the matter and the two Railways agree to accept and abide by such decision when given.

* Approved in Government of India, Public Works Department, letter No. 466 R. T., dated 7th June 1897.

APPENDIX FF.

Modification* of clause 18 of the Agreement,† dated the 16th February 1892, BETWEEN THE EAST INDIAN RAILWAY COMPANY and the COMMISSIONERS FOR THE PORT OF CALCUTTA for the performance by the latter of terminal services by traffic despatched from and to stations on the East Indian Railway and connected lines to and from the Kidderpore Docks.

18. For all the services mentioned in the preceding clauses, the Commissioners shall be paid, on the merchandise traffic received at and forwarded from the docks, at the rate of 1 pie per maund.

* Approved in Government of India, Public Works Department, letter No. 201 R. T., dated 25th February 1898.
† Printed as Appendix N to Part II of the Administration Report on Indian Railways for 1892-93.

APPENDIX GG.

Index to Contracts, Working Agreements, etc., published in the Appendices to the Administration Report on Indian Railways for 1897-98.

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BURMA RAILWAYS—		
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Indenture, dated the 24th July 1896, between the Secretary of State and the — Company for the provision of funds by the Company for the construction of further capital works on their line	N	cccxv

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Indenture, dated the 9th June 1897, between the Secretary of State and the — Company, guaranteeing interest at the rate of 3¼ per cent. on its share capital	R	cccxlvi
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East Indian Railway—		
Indenture, dated the 21st July 1896, between the Secretary of State and the — Company, for the provision of funds by the Delhi-Umballa-Kalka Railway Company, for the construction of further capital works on their line	M	cccxii
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Godhra-Rutlam-Nágdá Railway—		
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H		
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Agreement, dated the 21st December 1896, between the Bombay, Baroda and Central India Railway Company and theRajpipla State for the working of the Anklesvar-Pardi Section of the —	CC	ccccii
Rohilkund and Kumaon Railway—		
Amended clause 7 of the Agreement, having effect from the 1st January 1891, between the Oudh and Rohilkhand Railway and the — Company, for the interchange of traffic, *viá* Lucknow and Bareilly Junctions and for the joint working of those stations	EE	ccccvii
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STANDARD GAUGE.

State lines worked by companies.

I.—EAST INDIAN.

	Miles.	Miles.
Howrah viâ chd. line to Delhi jn. with B.-B.-C.-I., S. P. and R. M. rys. (*main line*)	989·98	
Shalimar (17·46 miles from Howrah) to the Hooghly river bank (*Shalimar branch*)	2·00	
Hooghly (22·36 miles from Howrah) to Naihati on the E. I. ry. (*Hooghly bridge sub.*)	4·73	
Oudh (112·60 miles from Howrah) to Allipur block hut (*Oudh loop*)	31·51	
Shahkpur on Oudh loop (124·63 miles from Howrah) to Khanaul (*Shahkpur sub.*)	9·02	
Sitarámpur (132·04 miles from Howrah) to Katrágarh (*Barrach sub.*)	30·23	
Saltanpur (140·70 miles from Howrah) to Shamli (*Saltanpur sub.*)	9·33	
From a point 2·05 miles from Sankar (148·23 miles from Howrah) to Chaneh (*Chaneh sub.*)	5·96	
Sheota Jolie (171·17 miles from Howrah) to the Damoodar river (*Damoodar sub.*)	0·77	
Madhupur (187·39 miles from Howrah) to Kurkurbahan collieries (*Kurkurbahan sub.*)	26·73	
Mokameh (324·53 miles from Howrah) to the Ganges river (*Mokameh sub.*)	3·43	
Barákpore (332·74 miles from Howrah) to Gya (*Patna-Gya sub.*)	47·47	
Dankipore (337·74 miles from Howrah) to Digha ghát (*Digha ghát sub.*)	5·53	
Dildárnagar (426·66 miles from Howrah) to Tarighát opposite Gházipur (*Tarighát sub.*)	12·09	
Moghal sarai (470·02 miles from Howrah) to Gya (*Moghal Serai-Gya sub.*)	*126·06	
Tárkia to Dáltongunj (including military branch	*82·33	
Naini (607·46 miles from Howrah) to Jubbulpore jn., with the G. I. P. ry. (*Jubbulpore sub.*)	223·18	
Allahabad (556·61 miles from Howrah) to Fort (*Allahabad Fort sub.*)	2·34	
Cawnpore (644·6 miles from Howrah) to City (*Cawnpore City sub.*)	2·88	
Shikohabad to Farukhabad	*86·00	
Tundla (826·75 miles from Howrah) to Agra (Jumna E. bank), jn. with S.-M. ry. (*Agra sub.*)	11·26	
Háthras Road to Háthras City (*Branch*)	*3·81	
Kháno, jn. with the chd. line (74·38 miles from Howrah) to Lucknow-ral (*Loop line*)	250·02	
Naihati (144·00 miles from Howrah) to Azimgan (*Azimgan sub.*)	27·46	
Tiegháti (194·72 miles from Howrah) to Belmehri (*Belmehri sub.*)	7·12	
Mohanpur (249·54 miles from Howrah) to Mahanpur ghát (*Mahanpur sub.*)	2·00	
Sakrigali, (319·26 miles from Howrah) to river Ganges (*Sakrigháli sub.*)	3·74	
Sultánganj (327·28 miles from Howrah) to Sultánganj ghát (*Sultánganj sub.*)	1·16	
Jamálpur (336·99 miles from Howrah) to Monghyr (*Monghyr sub.*)	5·69	
		1,989·46

II.—BENGAL CENTRAL.†

Dum-Dum (4·25 miles from Calcutta) to Khoshia (*Dum-Dum ext.*)	104·21	
Sheoghát (46·90 miles from Calcutta) to Bongong (*Sheoghát ext.*)	29·80	
		134·01

III.—BENGAL-NAGPUR.

Asansol, jn. with E. I. ry. (131·75 miles from Howrah) viâ Bilaspur to Nágpur, jn. w th G. I. P. ry.	626·09	
Panuria (19·18 miles from Asansol) to the Equitable Coal mines (*Panuria branch*)	2·03	
Sini (56·78 miles from Asansol) viâ Midnapore to Howrah	*170·00	
Midnapore to Barang (Cuttack Road, jn.) with E. C. ry.	*120·00	
Jhanrugurha (240·23 miles from Asansol) to Sambalpur (*Sambalpur sub.*)	2·23	
Bilaspur (315·47 miles from Asansol) to Katni, jn. with the E. I. and I. M. rys. (*Katni sub.*)	398·93	
		1,320·98

IV.—INDIAN MIDLAND.

Bhopal jn. with the Bhopal-Ujjain ry. (432·39 miles from Bombay) viâ Jhansi to Agra Cant.	215·32	
Bhopal (21·57 miles from Itársi) to point of jn. with the Bhopal-Ujjain ry. (*Branch*)	0·71	
Sihor (142·00 miles from Itársi) to Damoh	94·07	
Damoh to Katni	*80·04	
Sihor (143·00 miles from Itárasi) to point of jn. with the Sira-Goona ry. (*Branch*)	2·60	
Jhansi (237·00 miles from Itárasi) to Manikpur (*Manikpur sub.*)	180·37	
Jhansi (237·00 miles from Itárasi) to Cawnpore (*Jumna sub.*)	130·32	
		706·43

V.—BHOPAL-ITÁRSI (*British section*).

Itárasi (462·36 miles from Bombay) to the frontier of the Bhopal State	13·11	

VI.—GODAVARI-SCINDIA-KHANDWA.

Godhra (316·75 miles from Bombay) to Nágda	140·91	

VII.—WARDHA COAL.

Wardha (471·26 miles from Bombay) to Warora	44·88	

VIII.—GHORD-NAKHAD.

Jhánsi (107·00 miles from Bombay) to Manauli	247·14	

IX.—KHANDWA, NIZAMGHUR (NEW COURT STATE).

Barwada (95·00 miles from Gátárari North, S. C. railway) to Hyderabad S. E. frontier	20·66	

X.—MARWAR-LUNYA SECTION (RIDWANA-MARWAR).

Washermenpet (8·24 miles from Madras) to Sankr	8·43	

State lines worked by the State.

XI.—SOUTH WESTERN.

Main line and branches (Commercial).

Chúkalsi (1,139·43 miles from Kúrachi) to Peshawar Cantt.	619·44	
Lahore to Kúrachi, including the Nagpur Mole line	482·03	
Meeanee Meer East (826·00 miles from Kúrachi) to Meeanee Meer West (*Meeanee Meer chord line*)	(827·13	
Kotri (107·96 miles from Kúrachi) to Hyderabad (*Sind*)	*8·00	
Rohrí (19·48 miles from Gúdu Sándar) to Rohrí (*Rohrí chord line*)	15·01	
Ruk (20·00 miles from Rohrí) to Pakkeki (*Sukkur sub.*)	20·75	
Sukkur (482·00 miles from Kúrachi) to Lenjhar (*Sukkur-Lenjhar sub.*)	30·00	
Lenjhar (560·68 miles from Kúrachi) to Kámrwal	*150·00	
Wagrúsal (659·00 miles from Kúrachi) to Sukkur (*Sukkur sub.*)	99	
Sukkur to the frontier of the Kashmir state (*Kashmir branch*)	9·49	
Rawalpindi (787·28 miles from Kúrachi) to Peshawar Cantt. (*Peshawar sub.*)	50·72	
Phuglú to Peshawar (*Peshawar sub.*)	2·04	
Mauzamgarh (826·75 miles from Kúrachi) to Peshawar Cantt.	(482·00	
Sukkur (332·31 miles from Kúrachi) to Sukkur bandar	1·75	
Kotri (107·96 miles from Kúrachi) to Kotri bandar	1·15	
		1,327·07

Frontier section (Military).

Lála Músa (940·50 miles from Kúrachi) viâ Malakwál and Hurunpur to Shap Shah	244·03	
Golra (1,011·75 miles from Kúrachi) to Khushgarh (*Khushgarh sub.*)	16	
Malakwál (964·50 miles from Kúrachi) to Bhera	18·00	
Hurunpur (969·00 miles from Kúrachi) to Shingawala (*Kherí*) (*Shingawala branch*)	1·74	
Chaklia jn. (966·75 miles from Kúrachi) to Bandot (*Khewra branch*)	2·81	
Kundián (792·50 miles from Kúrachi) to Mári (*Mári sub.*)	39·12	
Mahmúdí Kot (920·25 miles from Kúrachi) to Ghází Ghát (*Dera Ghází Khan sub.*)	32·11	
		457·46

Sind-Pishin and Mashkef-Nushki railways—

Ruk viâ Rohrí and Quetta to Chaman	302·87	
Núrí Hasan to Rindli (*Rindli branch*)	1·00	
Sibi to Bostán viâ Harnai	130·21	
		434·09

Mári-Attock railway—

Campbellpur Cant. to Basál (New Pind Suttáli), jn. with Khushgarh brh. of the N. W. ry.	*21·00	
Jand (9) to Dand Khel, near Mári	*39·00	
		*60·00
		3,017·32

XII.—HYDERABAD-PALNPALLI.

Gúdu Sándar on the Indus river near Hyderabad to Shadipalli	58·91	

XIII.—OUDH AND ROHILKHAND.

Moghal Sarai (470·02 miles from Howrah) viâ Mirzapur to Sohkempur	330·27	
Bareilly (631·52 miles from Howrah) viâ Chandausi to Moradabad (*Bareilly-Moradabad loop line*)	70·00	
Ghaziabad to Moradabad (*Chord line*)	*87·00	
Kanchpli (126·73 miles from Moghal Sarai) to Ajodhya Ghát (*Ajodhya Ghát brh.*)	1·25	
Tara Ghát (181·00 miles from Moghal Sarai) to Bahraighat (*Bahraighat brh.*)	21·23	
Lucknow (296·00 miles from Moghal Sarai) to Sur Bareilly	89·50	
Sur Bareilly (350·26 miles from Moghal Sarai) to Benares (*Lucknow-Benares chord line*)	54	
Cantonment	*126·00	
Lucknow to Cawnpore with passenger approach to the E. I. ry. at Cawnpore (*Cawnpore brh.*)	45·43	
Chandausi (350·00 miles from Moghal Sarai) to Aligarh, jn. with E. I. ry. (*Aligarh sub.*)	60·00	
Rajdhoni (672·00 miles from Moghal Sarai viâ the chord line) to Kanhaun (*Kanhaun brh.*)	12·19	
Lhaksar (408·00 miles from Moghal Sarai) to Hardwar (*Hardwar sub.*)	17·06	
		1,026·06

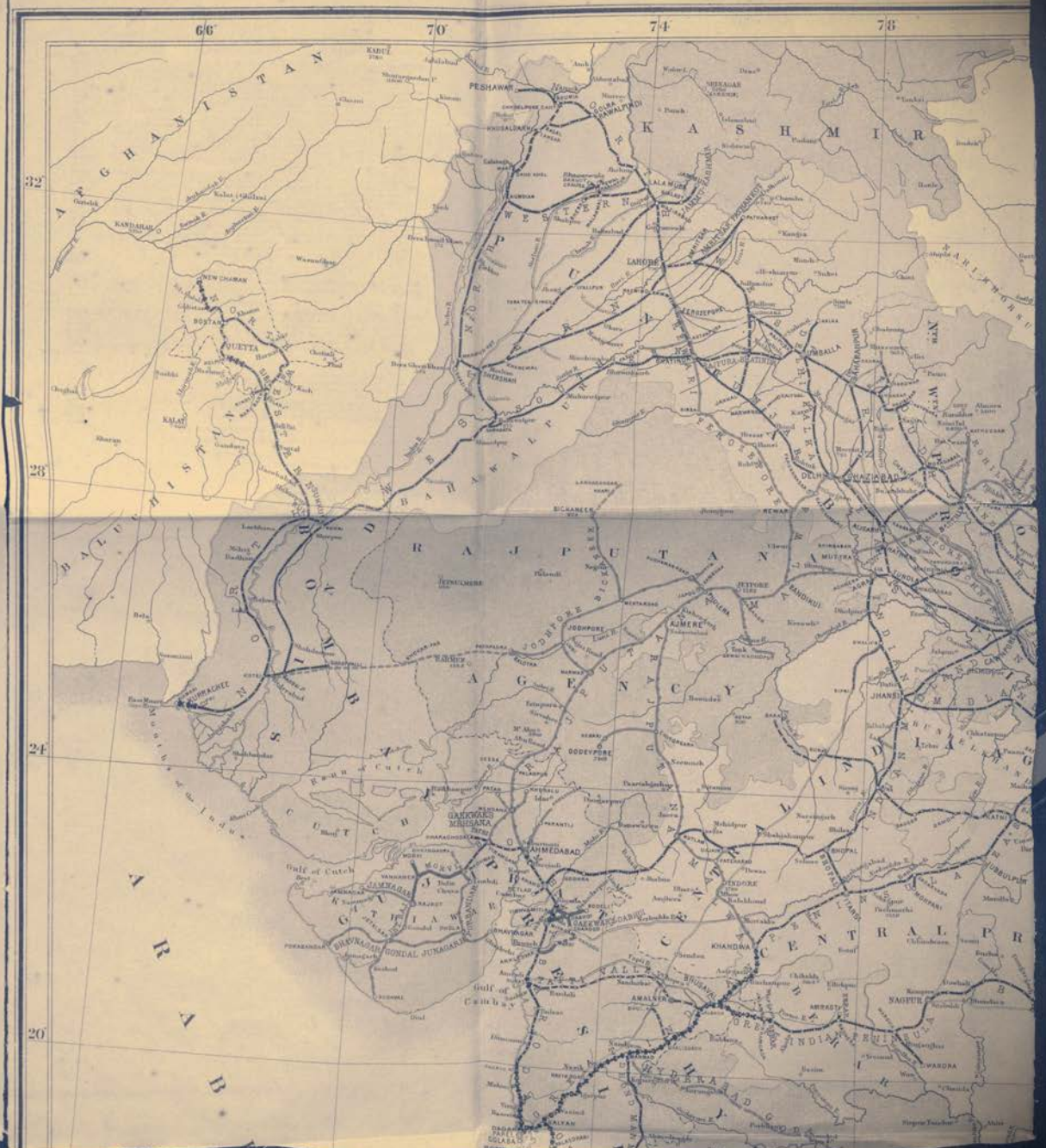
XIV.—EASTERN BENGAL.

(Eastern section).

Calcutta (Sealdah) to jn. with the branch to Panchuria	145·09	
Canal jn. (3·75 miles from Calcutta) to Chitpore (*Chitpore brh.*)	2·00	
Parulakha (102·72 miles from Calcutta) to Golaknagar (Dum-Dum Jn. station) (*Parulakha brh.*)	17·09	
Jagati (107·35 miles from Calcutta) to the Ganges (*Kanchra brh.*)	7·99	
Kanchra loop line	1·17	
Bálliáni (149·36 miles from Calcutta) to Goalundo	8·34	
Mile 149·00 to Panchuria	4·74	
Panchuria to Faridpur	*24·00	
Solakchái (156·50 miles from Calcutta) to the Ganges	2·30	
Sháhdia jn. to Dotsár	2·43	
Panchuria to the Ganges (*Pabirabad line*)	*2·00	
		226·06

Southern section.

Calcutta to Port Canning, including the line of jn. with Eastern sec. (*Original line*)	29·20	
Bonkipur (11·00 miles from Calcutta) to Diamond Harbour and on towards Hara Fort (*Diamond Harbour line*)	17·06	
Baligunge (4·25 miles from Calcutta) to Budge Budge (*Budge Budge extension*)	13·06	
		59·32
		274·00



XL.—[illegible]

Gangavati—Hospet Ghát to Kilkéreporo Docks . . . . . 0·22
Talwai ghát road to Bhaipura Khal at Shalimar (*Shalimar branch*) . . . . . 2·71 — 2·93

XLI.—EAST COAST.

Tadpatri (Kistna Canal) Jn. with S. M. ry. to Goldavari South (*Main line*) . . . . . *100·07
Goldavari North to Rentapi (Vetlapalli Road), Jn. with S. M. ry. (*Main line*) . . . . . 406·20
Temporary Fort-station to New Fort station . . . . . *1·00
Goldavari bridge and approaches, Rajahmundry to Kovvur . . . . . *4·16
Samalkot (32·00 miles from Goldavari North) to Cocanada Port (*Cocanada lock.*) . . . . . 9·03
Wallair (138·10 miles from Goldavari North) to Vizagapatam, including wharf and swamp line (*Vizagapatam lock.*) . . . . . 0·14
Khorda Road (372·75 miles from Goldavari North) to Puri (*Puri lock.*) . . . . . 23·34 — 549·22

XLII.—DEWARI-MADRAS (SOUTH-DEWARI SECTION).

Erode (11·75 miles from Madras) to Gudur . . . . . *74·03
Nellore (*4*) (74·4 miles from Madras) to Tadpatri (Kistna Canal Jn.) . . . . . *150·76 — *229·46

Lines worked by guaranteed companies.

XLIII.—GREAT INDIAN PENINSULA.

Bombay (Victoria Terminus) to Jubbulpore, Jn. with E. I. ry. (*South-east line*) . . . . . 813·11
Jajwan (200·36 miles from Bombay) to Amalner (*Dronak*) . . . . . *24·06
Chalisgaon to Dhulia . . . . . *42·33
Bhusával (257·37 miles from Bombay) to Nagpur, Jn. with E.-N. ry. (*Nagpur lock.*) . . . . . 249·55
Ahdarsha (130·03 miles from Bombay) to Gulsburg (*Mahpalla lock.*) . . . . . 13·54
Kalyan (37·19 miles from Bombay) to Bánglur, Jn. with Madras ry. (*South-east line*) . . . . . 400·56
Poonchhur (62·71 miles from Bombay) to Khopoli (*Khopoli lock.*) . . . . . 7·24 — 1,300·30

XLIV.—BOMBAY, BARODA AND CENTRAL INDIA.

Bombay (Colaba) to Wadhwan, Jn. with the Morvi and B.-O.-J.-P. rys. . . . . 260·37
Anand (269·10 miles from Bombay) to Godhra, Jn. with G.-I.-P. ry. (*Godhra lock.*) . . . . . 49·21
Virangám (340·75 miles from Bombay) to Khárágháda (*Pálva lock.*) . . . . . 32·14 — 467·90

XLV.—MADRAS.

Madras Jn. with S. I. ry. to Calicut (*South-west line*) . . . . . 417·14
Veyasarpandy (7·16 miles from Madras) to Sikápuram (*Bridgeworks lock.*) . . . . . 2·16
Calicut to Cannanore . . . . . *99·09
Arcot to Renigoti . . . . . *4·35
Jalarpet (192·00 miles from Madras) to Bangalore city, Jn. with Mysore section (S. M. ry.) (*Bangalore lock.*) . . . . . 87·42
Pólanúr (301·72 miles from Madras) to Mettupalaiyam (*Nilgiris lock.*) . . . . . 22·75
Olavakkot (372·07 miles from Madras) to Palghat town (*Palghat lock.*) . . . . . 0·67
Arkonam (42·41 miles from Madras) to Gúdúr, Jn. with G. I. P. ry. (*North-west line*) . . . . . 306·23 — 962·68

Assisted companies.

XLVI.—DELHI-UMBALLA-KALKA.

Delhi, Jn. with E. I. ry. (903·06 miles from Howrah) to Kalka . . . . . 162·24

XLVII.—DARJEELING.

Sonenpúli, Jn. with E. I. ry. (1402 miles from Howrah) to Tarkessur . . . . . 22·23

XLVIII.—SOUTHERN PUNJAB (SIND-PANGARI).

Delhi viâ Bhátinda to Sandasta . . . . . 280·91
Entrance into Delhi station . . . . . *0·79
Narwana to Kaithal (*branch*) . . . . . 20·00 — 422·69

XLIX.—OUDH ROHAN (LUCKNOW-RAI-BAREILLY).

Lucknow (261·00 miles from Howrah) to Oja . . . . . *79·00

L.—HARDWAR-DEHRA.

Hardwar to Dehra . . . . . *22·01

LI.—TAPTI VALLEY.

Surat (167·00 miles from Bombay) to Amalner . . . . . *150·40

Lines owned by native states and worked by companies.

LII.—KOLHAPUR.

Jaleab, Jn. with the Nággar Indr., G. I. P. ry. (231·95 miles from Bombay) to Kolhapur . . . . . 7·55

LIII.—AMRAVATI.

Badnera, Jn. with the Nággar Indr., G. I. P. ry. (417·20 miles from Bombay) to Amrávati . . . . . 9·44

LIV.—NEW-GOONA.

Point of Jn. with I. M. ry. 2·00 miles from Sias (600·28 miles from Bombay) to Goona . . . . . 71·74
Goona (600·02 miles from Bombay) to Bina . . . . . *70·10 — 141·84

LV.—BHOPAL-UJJAIN.

Point of Jn. with I. M. ry. 0·31 mile from Bhopal (120·30 miles from Bombay) to Ujjain (600·30 miles from Ahmedabad) . . . . . 113·33

LVI.—BHOPAL-ISLAM (NATIVE STATE SECTION).

Point of Jn. with the British section, Bhopal-Islam ry. (470·30 miles from Bombay) to Bhopal . . . . . 44·00
From centre of Bhopal station to point of Jn. with Bhopal-Ujjain ry. (*Branch*) . . . . . 0·28 — 44·28

LVII.—THE NIZAM'S GUARANTEED STATE.

Wadi, Jn. with G. I. P. ry. (397·75 miles from Bombay) viâ Secunderabad to S.E. British frontier . . . . . 310·09
Hyderabad (*Nizam's*) (111·30 miles from Wadi) to Hyderabad (*Hyderabad lock.*) . . . . . 3·54
Dornakal (334·09 miles from Wadi) to Singareni coal fields (*Mineral lock.*) . . . . . 14·00
Junction of new line to Tilnaighurry (*Troop siding*) . . . . . 0·12·10 — 327·23

LVIII.—NIZAM-DEKKAN.

Nágda (459·27 miles from Bombay) to Ujjain, Jn. with R.-M. ry. . . . . 34·07

LIX.—THE GAEKWAR'S PETLAD.

Anand (269·10 miles from Bombay) to Petlád . . . . . 13·25

LXI.—EDAR GOLD-FIELDS.

Bowringpet (177·46 miles from Madras) to Mothyapun . . . . . 10·00

Lines owned by native states and worked by state railway agency.

LXVI.—BIJAPUR-HOTTIGI.

Bijapur (302·75 miles from Kirkee) viâ Petlád to Hottigi, Jn. with R.-M. ry. . . . . 107·94

LXVIII.—JAMMU AND KASHMIR (NATIVE STATE SECTION).

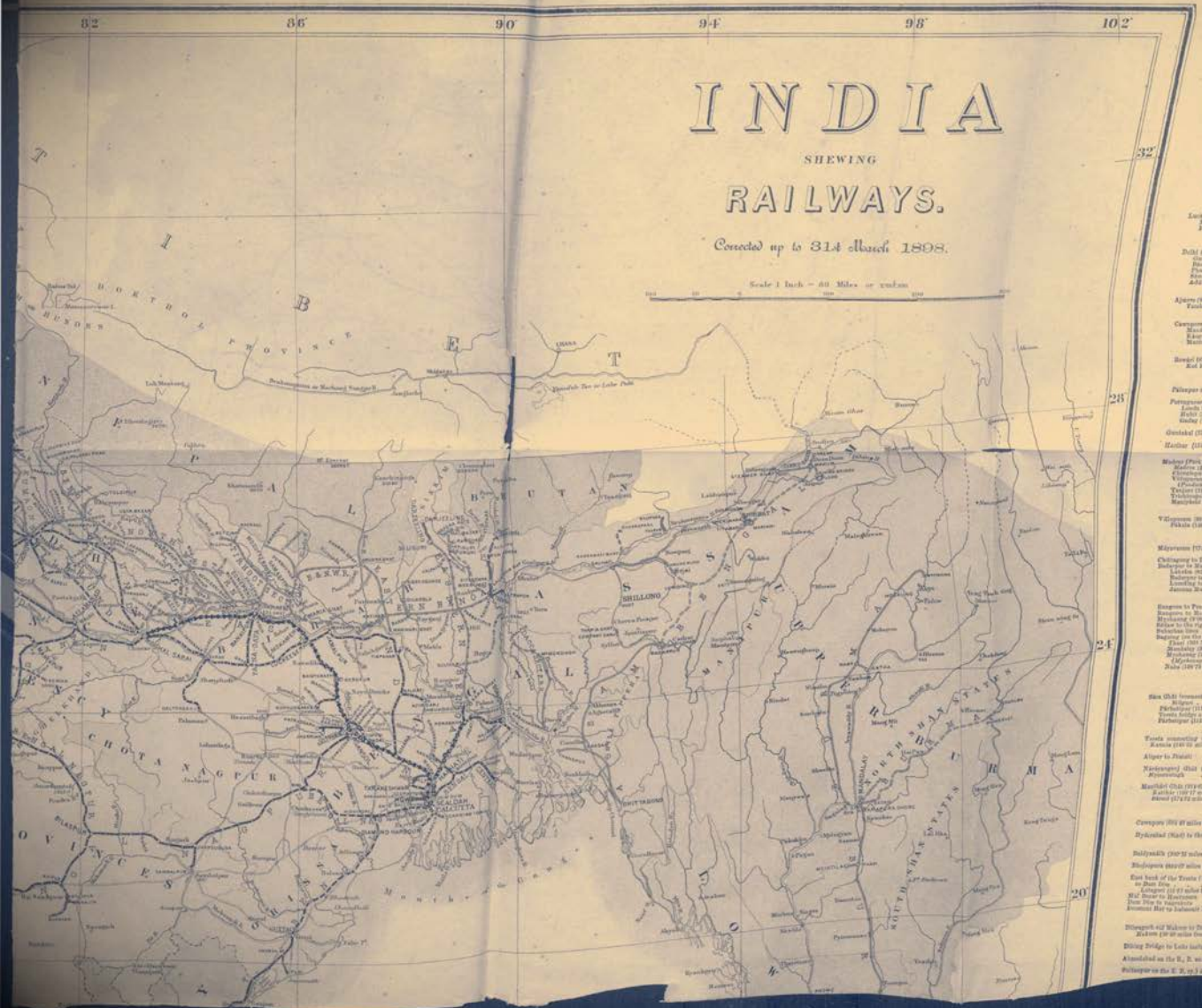
Frontier of Kashmir state (326·19 miles from Kirkee) to the left bank of the Tawi river near Jammu . . . . . 15·02

LXVIII.—LUDHIANA-SOUTH-JAKHAL.

Ludhiána viâ Dhuri to Jakhal . . . . . *60·53

* Under construction or sanctioned for construction.
† Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(a) Military lines, not used for ordinary public traffic.
(b) The length between Sujni (*New Fire Brick*) and Jund, is a part of the open mileage of the Khandesh branch of the North Western State railway.
(c) Including 2·00 miles (mixed gauge) and 0·33 mile (metre gauge.)
(d) The existing section of the South Indian, metre gauge railway, between Gudur and Nellore, 47·4 miles which is under conversion to the standard gauge, will form part of this railway

Sig. No. 1878, P. W. D. Sy.—May 28,—1,875. Q. M. G.—605.



METRE GAUGE.

State lines worked by companies.

ASSAM—BENGAL AND NORTH-EASTERN.

Various sections.

Assam Valley Railway.

Chittagong Railway.

Eastern Bengal Railway.

Northern Bengal Railway.

Oudh and Rohilkund Railway.

Rohilkund and Kumaon Railway.

Tirhoot Railway.

BARODA AND CENTRAL INDIA.

Baroda Railway.

Cutch Railway.

Dhrangadra Railway.

Gondal and Porbandar Railway.

Jetalsar and Vavadia Railway.

Morvi Railway.

Rajpipla Railway.

Wadhwan Railway.

BENGAL-NAGPUR.

Bengal-Nagpur Railway.

Kharagpur-Midnapur Railway.

BOMBAY, BARODA AND CENTRAL INDIA.

Bombay, Baroda and Central India Railway.

Ahmedabad-Dholka Railway.

Ahmedabad-Parantij Railway.

Dabhoi-Miyagam Railway.

Dakor-Godhra Railway.

Godhra-Lunavada Railway.

Kathiawar Railway.

Mahi Railway.

Mahisagar Railway.

Mehsana-Vijapur Railway.

Mehsana-Unjha Railway.

Patan-Kalol Railway.

Petlad-Bhadran Railway.

Rajkot-Wankaner Railway.

Ranuj-Dhrangadra Railway.

Sidhpur-Kamlighat Railway.

Viramgam-Okha Railway.

Viramgam-Surendranagar Railway.

Wadhwan-Viramgam Railway.

Wankaner-Morvi Railway.

Wankaner-Rajkot Railway.

BOMBAY, BARODA AND CENTRAL INDIA—(CONTINUED).

Bombay, Baroda and Central India Railway.

Ahmedabad-Dholka Railway.

Ahmedabad-Parantij Railway.

Dabhoi-Miyagam Railway.

Dakor-Godhra Railway.

Godhra-Lunavada Railway.

Kathiawar Railway.

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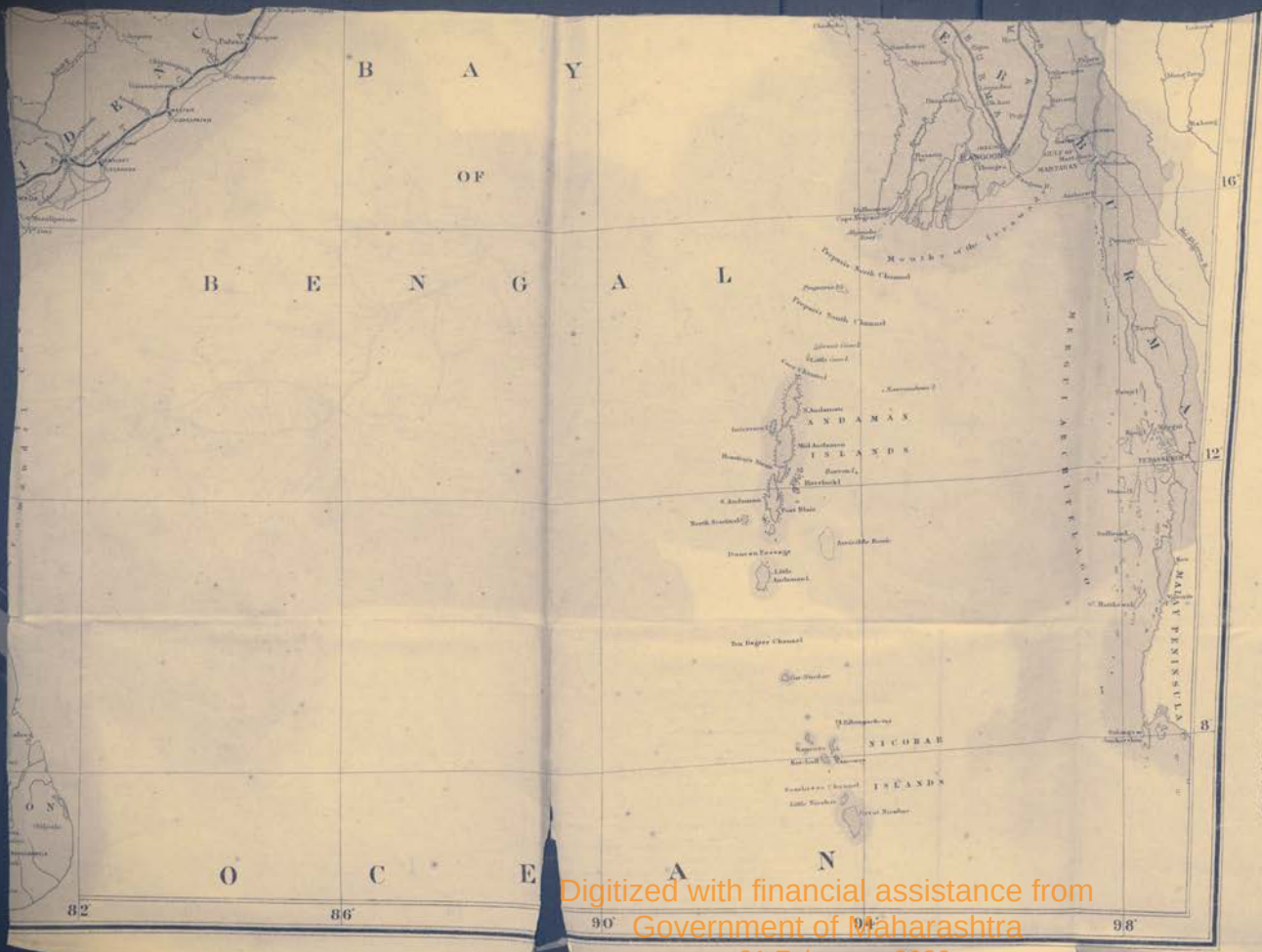
Wadhwan-Viramgam Railway.

Wankaner-Morvi Railway.

Wankaner-Rajkot Railway.

BOMBAY, BARODA AND CENTRAL INDIA—(CONCLUD



Lines owned by native states and worked by companies.

Lines owned and worked by native states.

Foreign lines.

State lines worked by company.

State lines worked by the State.

Assisted companies (5′ 6″ gauge).

Lines owned by native states and worked by companies.

Lines owned by native state and worked by state railway agency.

Lines owned and worked by native states.

Steam tramways working outside municipal limits.

* Under construction or sanctioned for construction.

† Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(a) Of permanent bridge over the Chapra river to under construction.

(b) Of this length, 2′ 6″ miles are laid on both the standard and metre gauges, except on the Jamna bridge where a third rail is laid.

(c) Diglund, 2′ 6″ miles between Ashtagh and Dalgaon, Lanka-Dandia section, Kaliabar-Kamrup railway.

(d) The mileage given is exclusive of 46·75 miles of the jointly Hyderabad-Manjhgiri railway (standard gauge) between Manjhgiri and Bakali junction to be converted to the metre gauge, as the 2′ 6″ metre gauge railway between Bakali junction and Hyderabad on which a separate metre gauge train is to be added.

(e) Including 4·29 miles of Shwebagoe dock entries and Jumbagi quarry lines.

(f) Including 7·70 miles of dock entry lines.

(g) Nowrah-Kalyanpur section of the Howrah-Amta tramway is worked over.

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